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KOWLOON-CANTON RAILWAY. TIME-TABLE.

WEEK-DAYS											
Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Kowloon	6.40	10.50	11.40	12.00	1.15	1.35	2.20	2.40	3.25	3.45	4.30
Yau Ma Tei	6.50	11.00	11.50	12.10	1.25	1.45	2.30	2.50	3.35	3.55	4.40
Shatin	7.00	11.10	12.00	12.20	1.35	1.55	2.40	3.00	3.45	4.05	4.50
Tai Po	7.10	11.20	12.10	12.30	1.45	2.05	2.50	3.10	3.55	4.15	5.00
Tai Po Market	7.20	11.30	12.20	12.40	1.55	2.15	3.00	3.20	4.05	4.25	5.10
Fanning	7.30	11.40	12.30	12.50	2.05	2.25	3.10	3.30	4.15	4.35	5.20
Shing Mun	7.40	11.50	12.40	13.00	2.15	2.35	3.20	3.40	4.25	4.45	5.30
Shing Mun	7.50	12.00	12.50	13.10	2.25	2.45	3.30	3.50	4.35	4.55	5.40
Shing Mun	8.00	12.10	13.00	13.20	2.35	2.55	3.40	4.00	4.45	5.05	5.50

SHA TAU KOK BRANCH.

WEEK-DAYS											
Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Shing Mun	7.30	8.05	10.35	11.40	1.55	2.00	3.00	3.15	4.15	4.30	5.05
Shing Mun	7.40	8.15	10.45	11.50	2.05	2.10	3.10	3.25	4.25	4.40	5.15
Shing Mun	7.50	8.25	10.55	12.00	2.15	2.20	3.20	3.35	4.35	4.50	5.25
Shing Mun	8.00	8.35	11.05	12.10	2.25	2.30	3.30	3.45	4.45	5.00	5.35
Shing Mun	8.10	8.45	11.15	12.20	2.35	2.40	3.40	3.55	4.55	5.10	5.45

SUNDAYS AND PUBLIC HOLIDAYS.
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BOLSHEVIK DRAMATIC PROPAGANDA.

POLITICAL PLAYS AND FILMS.

THEIR TREMENDOUS APPEAL TO
LARGE AUDIENCES.

(FROM A CORRESPONDENT.)

Whatever their failings we must admit that the Bolsheviks use their imagination. There are no half measures with Moscow propaganda; it enters into every phase of Russian social life. Not only by literature, but through the stage and cinema have the Communists spread their doctrines.

The great Soviet "revolutionary film" "Panzerkreuzer Potemkin," a portrayal of the mutiny aboard the Russian battleship Potemkin just before the Russo-Japanese war, has been exhibited in more than twenty-five theatres on the Continent. The London Daily Mail describes it as history travestied to glorify the revolutionary spirit. The producers maintain that it has no political significance or ulterior motives, but politicians and level-headed citizens are horrified at such open adulation of rebellion, and are fearful of the effect on Europe. It is said to be the forerunner of many more such pictures of grim realism, with no professional acting, but conspicuous for mobs and fanatical types, "and exuding the atmosphere of revolution."

The World Upside Down.

The Meierhold Theatre in Moscow has produced equally dramatic propaganda plays recently. Amongst its programme has been numbered "The World Upside Down" which is nothing more nor less than a revolutionary pageant, satirising all Governments with Babelian frankness. "Mystery Bluff" is purely anti-religious, Rousseau and Tolstoy fighting on opposite sides, the Angels being driven off the stage by workmen with picks and shovels. But in "Rosa China," the Soviet policy is most flagrantly expounded; Western imperialism is denounced, the British Navy is maligned, a Gunboat Commander demanding the death of two Chinese as reparation for an American bullet. The whole situation is utterly distorted, and scientifically presented to inflame the emotions of the audience composed of Communist students, soldiers, and workmen.

It is authoritatively affirmed that these propaganda plays are the biggest draw in Moscow at the moment. The Communist leaders have cunningly inter-mixed politics and art, launching productions which are triumphs of screen photography. They have also produced a decidedly modern dramatic technique; all the actors have to indulge in strenuous gymnastics, emotion being expressed through physical exercises and gyrations. The strength and agility of the performers make a tremendous appeal to the rough, uneducated audiences who would not appreciate subtle satire, but delight in such realistic displays. Men and women are said to grip their seats in nervous tension; tears spring to the eyes of hard-bitten soldiers; cheers break forth on every possible pretext, while groans of sympathy are emitted for the victims of tyranny and imperialism.

The English Stage.

Contrast this with the English stage at the moment. London audiences must either have Noel Coward, Michael Arlen, or shapely legs for three hours. The nearest approach to dramatic propaganda is Sean O'Casey's "The Plough and the Stars" dealing with the Irish question now almost forgotten. We can hardly expect the situation in China to be pertinent enough for dramatic use, but it is somewhat extraordinary that there is not a single play in London at the moment denouncing Bolshevism. We complacently admit that the Soviets are striving to ruin us, but a sordid comedy of modern manners is evidently considered a more arresting and dramatic subject than the fate of the Empire.

We leave that to the politicians, and drown their controversies with the latest ragtime. While the rest of the world inflames itself with revolutionary propaganda through the medium of the stage, cinema, and pamphlets, we amuse ourselves with reproductions of Mozart and Strauss, indulging in historical Pageants and Masques, while our children are brought up on Euripides and Oedipus at school.

No wonder, then, that it has taken fourteen months for the homeland to realise the situation in China. It has taken a Naval encounter, and the death of gallant officers and men, to awake England to the fact that there is still a situation in China, which did not terminate with the Strike last year.

They know how to do these things better in Soviet Russia; there the political questions of the day are part and parcel of daily life, although they have no possessions in China, they fan the flame of interest by every conceivable means of propaganda in Russia itself. We may well sit up and take notice, and learn a lesson from those who affect to despise.

CHRISTIANS IN CHINA.

MISSIONARIES' DENIAL OF REPORTED DECREASE.

IS THE MONEY WASTED?

Mission secretaries and others with experience of the Far East have given their opinions with regard to the effects of the anti-Christian movement in China referred to in a dispatch from the Peking correspondent of the Daily Mail.

The Rev. J. C. Maan, China secretary of the Church Missionary Society, said that the strong anti-Christian movement in China during the past year or two had brought out the staunchness of the Chinese Christians, and weeded out such "rice Christians" as there might be. The Rev. T. W. Goodall, one of the secretaries of the China Inland Mission, the largest single society working in China, said that the opposition of a year ago was largely passing. Conferences in Shanai, Honan, and Chihli Provinces, reports of which have just arrived, show the biggest number of Chinese Christians attending for many years. There are, he said, difficulties at the moment, but talk of "rice Christians" are greatly exaggerated.

Mr. Archibald Rose, for many years Commercial Attaché at Peking and Shanghai, who as a commercial man has travelled widely throughout all parts of China for twenty years, said he had nothing but admiration for the work of missionaries there. As regards "waste of money" on missions, he said, "If we in the West believe we have a message of value to us, it cannot be waste of money to help men and women to present it to China, also."

"The vigorous anti-Christian movement," said the Rev. C. G. Sparham, secretary of the China Advisory Council of the London Missionary Society, who has just returned to England, "is in itself the best proof of the strength of the Chinese Christian movement. During the past few months I have visited Christian universities in Peking, Shantung, Nanking, and Canton. In each case there is an actual increase in the roll of students, and Canton is the only one where there are still any difficulties. Personally, I do not know a single outstanding Chinese Christian who takes a depressed view of the future of Christianity in China, or a missionary who is not full of hope for the future."

Missionaries' Dreams Shattered.

It must be apparent, says the Daily Mail, Peking, correspondent, to the missionary bodies in Europe and America, as well as those who have headquarters in other parts of the world, that the hopes of Christianising China are but a shattered dream. They are faced with a strong anti-Christian movement which it is impossible for them to stem. This movement has taken a serious turn during the past two years. The millions of pounds that have been forwarded from Britain and other countries, either for missionary medical, or educational work in this country, it is impossible to estimate. The pennies collected from the Sunday-school children and from the poorer classes would now appear to have been of but very little service.

In Shanghai there was an anti-Christian drive. At this meeting it was resolved that the use of the Bible and all religious instruction should be abolished. It was also demanded that the students should be allowed to take part in the school management, and be allowed to audit the books at their will; these and other similar resolutions were passed, the resolutions being headed the "Anti-Christian Movement."

In other parts of the country demands have been made that the missionaries be compelled to turn over all their property to the Chinese Government. All over the country schools, colleges, and universities have been established by the missionaries. How many real converts have been secured it is difficult to say. It is impossible to take any notice of the figures published by the missionary boards at home. There are so many "Rice Christians," students who make pretension of conversion for the sake of the education they receive and the opportunity given them to learn English and other languages. That there are many sincere and devout Chinese Christians there is no gainsaying, but have the results justified the vast outlay, the sacrifice of so many lives, and the self-sacrifice of those working in the interior? The Chinese are now biting the hand that has befriended them. They are agitating against Christianity. Among the agitators are many who have received their education in missionary schools and colleges.

The future of the missionary in China is a gloomy one, probably worse than that in any other part of the Far East. More Missionaries for China.

To bid "God-speed" to a number of missionaries who are leaving for China, a valedictory meeting of the China Inland Mission was to be held at the Central Hall, Westminster, on September 29th, with Lieut-Colonel J. Winn, R.E., in the chair. Among the speakers were:—Miss H. M. Bond, Miss W. E. Withers, Mr. Roland Hogben and Mr. D. E. Hoste. Among those leaving (Continued on next column.)

THE BOY SCOUTS.

COMPETITION FOR PRINCE OF WALES' BANNER.

SUCCESSFUL RALLY AT HEAD-QUARTER HOUSE.

The Second 1926 Competition for the Prince of Wales' Banner was held on Saturday last, by kind permission of H.E. Major-General C. C. Luard, C.B., C.M.G., in the grounds of Headquarter House.

The Rally would have been held in the spring, but was postponed on account of the display given in May at the H.K.V.D.C. Headquarters. Owing to this and the fact that some of the Troops had not yet got into full running order after the summer vacation, only seven troops completed, but as far as can be judged from such points as have already been worked out, the result is likely to prove very close.

Tests were given in knowledge of the Scout Law, Knotting, Signaling, First Aid, judging heights, distances, weights, etc., and in the Mile at Scout's Pace. This latter consists in covering one mile in as near 12 minutes as possible by alternately running and walking 20 paces, as a means of judging either time or distance when on the march. Two troops exceeded the 12 minutes by only 2 and 4 seconds respectively. Squads competing in this consisted of patrols of six boys.

During an interval in the proceedings, Mrs. Luard very kindly gave tea to the Visitors and Officers, while the Scouts, and Girl Guides, who attended as spectators, were ably catered for by Mr. G. H. Sellwood.

At the conclusion of the Rally the Commissioner called on the Scouts for three cheers for General and Mrs. Luard as a slight means of showing their appreciation for their great kindness on this and previous occasions of a like nature, and thanked all friends who had assisted as Judges. He also announced that the Hon. Mr. H. W. Bird had presented a Challenge Cup to be competed for at the annual Swimming Sports which will take place in the near future. The Scouts were dismissed soon after 5 p.m. after a very successful time.

SINGAPORE'S PAGEANT OF EMPIRE BALL.

The civilian and Services communities mingled at the Victoria Memorial Hall on Saturday night on the occasion of the Pageant of Empire Ball, says the Straits Times of September 20th.

There was an attendance of 400, including Major-General Sir Theodore Fraser, G.O.C., and a large number of dancers were in fancy dress. The ballroom and verandahs were specially illuminated, and attractive decorations lent colour to the supper room downstairs.

The band of the 2nd Duke of Wellington's Regiment provided music for the dancing, which continued until two o'clock.

There was plenty of variety in the fancy dress costumes, and the judges had some difficulty in awarding the prizes. Their final selections were as follows:—
Gentlemen: 1 Mr. Mortimer, of Johore (Felix the Cat), 2 Egyptian (name not given).
Ladies: 1 Mrs. Douglas McLeod (Russian), 2 Miss Fraser (Georgian).

BELGIUM AND CHINA.

DENUNCIATION OF COMMERCIAL TREATY.

The Brussels correspondent of the Daily Telegraph, writing on August 26th, says:—"With reference to the report in a London newspaper of the possibility of a conflict between Belgium and China as a result of the denunciation by China of the Sino-Belgian commercial treaty, M. Vandervelde, the Foreign Minister, said that Belgium made only one demand. She insisted that her nationals in China should be allowed to carry on trade under normal conditions of security for persons and goods. He hoped that until a new treaty was concluded a *modus vivendi* would be found. If it could not be found Belgium would submit the matter to The Hague Court, whose authority China admitted."

for the field in the autumn of this year are:—Miss H. M. Bond, Rev. J. Graham, Mrs. Graham, Rev. E. S. and Mrs. Joyce, Miss Meadows, Miss L. Meadows, Rev. T. A. S. Robinson and Mrs. Robinson, Mrs. Talbot, Miss H. E. E. Withers. The new workers comprise:—Miss E. Brown, Miss Bac, Miss Gomerall, Miss M. Hyslop, Miss O. Lacey, S.R.N., Miss C. Macintyre, S.R.N., Miss B. L. Morley, Miss M. A. Price, Miss B. Stark, Miss A. B. Todd, Edgar Farrow, M.B., Ch.B., W. A. Martin, W. Potts, E. A. Sadler, G. A. Scott, A. G. Taylor, M.B., Ch.B., D.T.M., J. Walker. The following have already left:—Rev. G. H. Booth and Mrs. Booth, Miss M. Cameron, Miss A. H. L. Clarke, Rev. T. Darlington and Mrs. Darlington, Miss B. Lacey, Rev. W. E. Shearer and Mrs. Shearer, Rev. H. Westridge and Mrs. Westridge, Rev. J. Yorkston and Mrs. Yorkston, S. Houghton, B.A.

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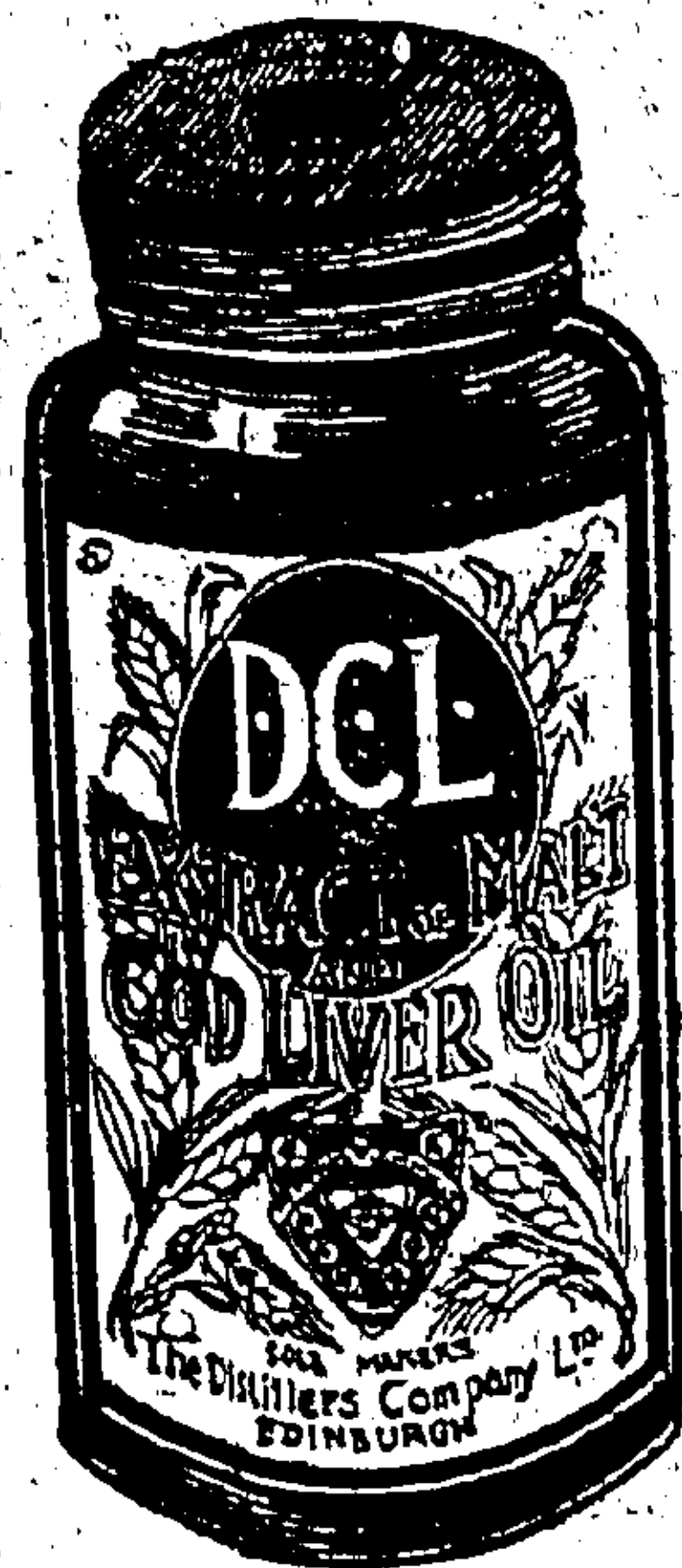
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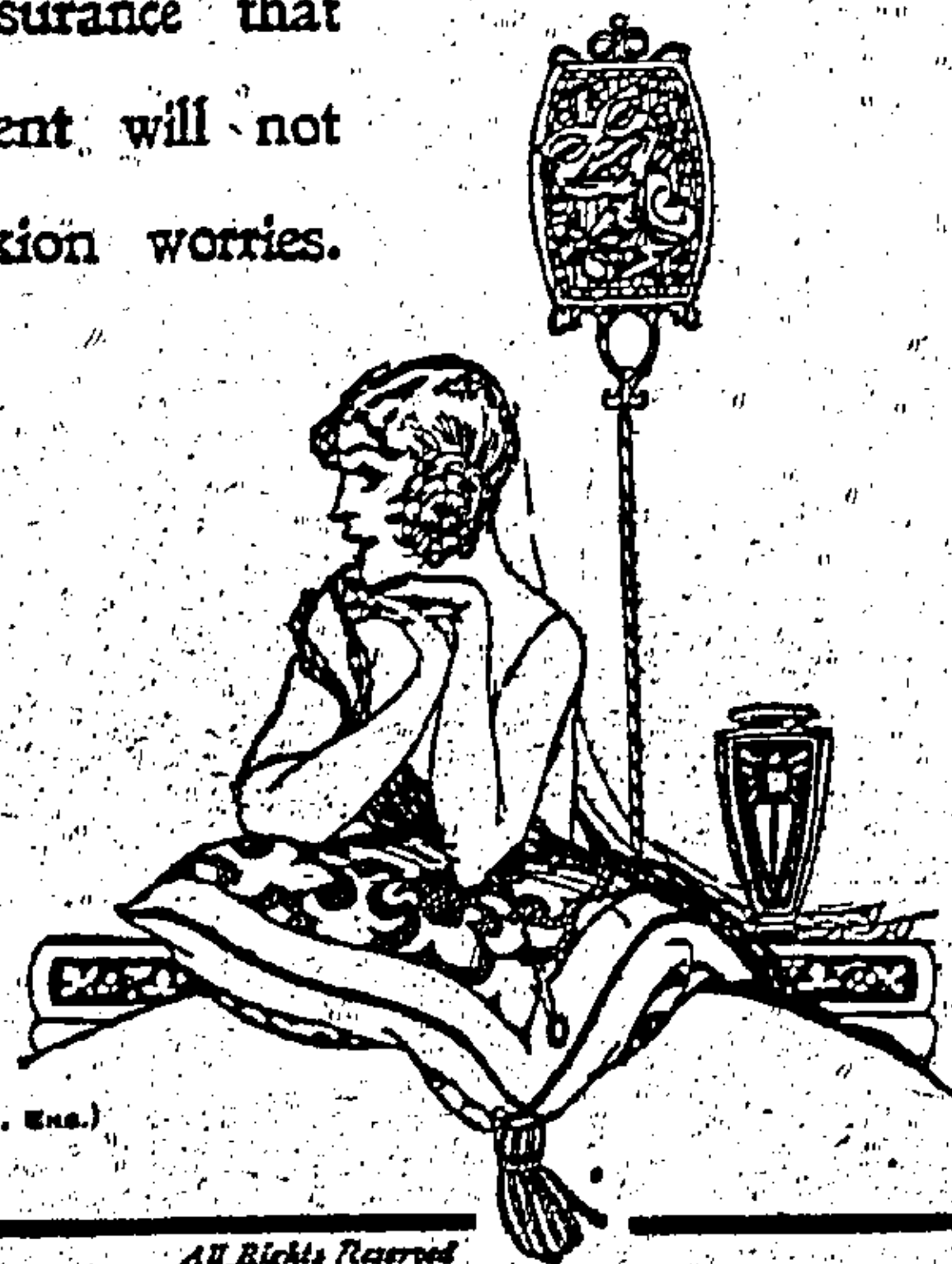
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**FOURTH EXTRA RACE MEETING.
HANDICAPS.**

The following are the handicaps for the fourth extra race meeting to be held on October 9th:—

**Reading Handicap "A" Class:
6 Furlongs.**

Home Call, 165 lbs.; Dobbin, 158 lbs.; Ukelele (late Melody Dahlia), 157 lbs.; The Gnome (late Shere Khan II.), 155 lbs.; The Regent, 153 lbs.; The Gezer, 153 lbs.; September 131 lbs.; Rothsay, 150 lbs.; Blotting Paper, 149 lbs.; Boston, 149 lbs.; Rayfield, 147 lbs.

**Reading Handicap "B" Class:
6 Furlongs.**

The Gomeril (late Donaghadee), 163 lbs.; Loch Rannoch, 164 lbs.; The Sand Piper, 160 lbs.; Fireworks, 153 lbs.; Reynolds, 153 lbs.; Tutiz, 152 lbs.; Invader, 149 lbs.; Grey Streak, 143 lbs.; Barley Grass, 145 lbs.; District Call, 144 lbs.; Nell Gwyn (late King's Favourite), 143 lbs.; Mowgli, 140 lbs.

**Backhampton Handicap "B" Class:
1 1/4 Miles.**

Sunburst Rose, 163 lbs.; The Gomeril (late Donaghadee), 165 lbs.; Loch Rannoch, 164 lbs.; Demon Boy (late The Gink, late Demon Boy), 165 lbs.; Tutiz, 152 lbs.; Golden Pheasant, 151 lbs.; Saracem, 147 lbs.; Grey Streak, 145 lbs.; Beldorney Star, 143 lbs.; Nell Gwyn (late King's Favourite), 143 lbs.; Mowgli, 140 lbs.

**Backhampton Handicap "A" Class:
1 1/4 Miles.**

Brigade Call, 163 lbs.; Lady Luck, 153 lbs.; Total Abstinence, 157 lbs.; Dobbin, 153 lbs.; Ukelele (late Melody Dahlia), 152 lbs.; Souvenir, 152 lbs.; The Gnome (late Shere Khan II.), 150 lbs.; The Gezer, 149 lbs.; Rothsay, 145 lbs.; Blotting Paper, 144 lbs.; Boston, 143 lbs.

N.B.—"A" Class—If the top weight does not start, all weights to be raised 5 lbs.

PHILHARMONIC SOCIETY.

ANNUAL MEETING.

The annual general meeting of the Hongkong Philharmonic Society was held at St. John's Cathedral Hall on Monday evening, there being a fair number of members present.

[Our report of the meeting was inadvertently omitted from yesterday's Daily Press.]

Mr. C. E. H. BEAVIS, who presided, congratulated the Society on the success of last year's work, but pointed out that although they had shown they were fully capable of producing operas, it should be borne in mind that the improvement of music in the Colony was their forte. In this connection he regretted that no concerts had been given during the year. He further expressed the appreciation they all felt for the good work done by Mr. Stanley Collett and other members of the committee.

Discussion ensued on the desirability of appointing the producer, Mr. R. H. Davies, to the committee. It was agreed to amend the rules to allow this to be done.

The annual report and statement of accounts were then adopted without a dissentient.

The election of officers for the ensuing year resulted in the following being appointed. President, Mr. Beavis; Conductor, Mr. Fleming; Hon. Sec. and Treasurer, Mr. H. J. Best (until the return of Miss Mow Fung).

The meeting then closed with a vote of thanks, unanimously given, to Mr. Beavis for his services during the past year as President, and for his continued interest in the Society.

**INTERPORT CRICKET AT
HONGKONG.**

**PROGRESS IN SELECTION OF
SHANGHAI TEAM.**

**STILL SOME "DOUBTFUL
STARTERS."**

We have been informed, says the N.C. Daily News that on the invitation of the Selection Committee for the Interport cricket team which is to play at Hongkong during the second week in November, the following have expressed their willingness to go to Hongkong if selected:—

Capt. E. I. M. Barrett (capt.), H. W. Allison, E. G. Barnes, M. J. Divecha, L. Goldman, J. A. Isaacs, D. W. Leach, Dr. W. E. O'Hara.

It is not certain whether H. B. Oller-Jessen and J. A. Quayle will be able to get away. B. W. Duthoit will accompany the team as manager and scorer, and C. V. Syme as umpire.

Assuming that all of the above ten players will be in the final team, the chances of beating Hongkong would appear to be rosy adds the Shanghai paper. Even without the eleventh man, it is a team much stronger in all departments than the team which lost to Hongkong so narrowly in May of last year. There is no lack of reliable batsmen, for Barrett, Oller-Jessen, Divecha, Quayle, Leach and O'Hara can all be relied on in that respect, while Goldman is liable at any time to "come off" against even the best of bowling and make a big score. If, before the team proceeds, one of the older batsmen would take him in hand to eliminate his blind spot on the leg side, he should prove one of the successes of the team. Barnes, as a batsman, seems able always to rise to a big occasion, and though his manner of collecting runs is a little out of the orthodox, he knows how to keep his end up against any manner of attack. Allison is mostly a hitter and though he may make a few runs, cannot be relied upon in that respect.

In the bowling line, there are Allison, Divecha, Isaacs, Leach and O'Hara, with the last-named three, on the season's performances, likely to be called upon to bear the brunt of the attack. It is possible that the eleventh man will also be a bowler, in which case the Shanghai team should have nothing to fear from a comparison with Hongkong in that respect. Generally, the side should give an excellent account of itself in fielding, and Barnes is still as good a wicket-keeper as we have in Shanghai.

THE OLDEST VOLUNTEER.

**CLAIM BY FORMER SHANGHAI
RESIDENT.**

Mr. G. R. Bell Davies, J.P. for Alberta, Canada, writing to the Times says: "I may claim to be the oldest Volunteer, as I joined the 'Queen Victoria's Rifles' in 1858, and when I left that distinguished corps for China received a letter of commendation for drill and target practice from Adjutant Trew, an old Guardsman. I arrived in Shanghai in time to serve at the barricades in defence of that city, and subsequently at the request of General Sir John Elliot served in the Mounted Shanghai Rangers, who, with the help of two gunboats that shelled the Tai-ping rebels over the city by firing from the rigging at the correct elevation, defeated them. This accelerated the taking of Nanking by the victorious General Gordon and enabled us to return to active trade. In 1882 I was ordered to Japan, and later joined the Volunteer Corps that defended Yokohama in the absence of the British Fleet at Kozushima. Now in my 86th year, with one good eye, I am quite ready and willing to serve my country anywhere, and so are heaps of fellows, who only wait for the call."

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LAWN TENNIS.

SHANGHAI MEN'S DOUBLES CHAMPIONSHIP.

The men's doubles championship of the Shanghai Lawn Tennis Association was decided on the 22nd inst., at the Country Club, Kuwabara and Canavaro winning in three sets from Wade and Sullivan, score, 6-3, 6-2, 6-3.

"TENNIS FEET."

[BY A SURGEON.]

Tennis elbow has long been a recognized, if rather uncommon, occupational disease. "Tennis feet" is, however, in the ever-growing popularity of the game, filling the waiting rooms of orthopaedic surgeons with devotees whose foot and leg muscles have failed to keep pace with their enthusiasm.

It would be outside the scope of this article to touch upon the relative advantages of the naked foot, to which the flexible, soft-soled tennis shoe is the nearest approach in use to-day, and the stiff-soled and comparatively high-heeled shoe of everyday wear. What is indubitable is the difference between the two. The human foot has been compared often to an arch. A better comparison would be a bow, held bent and taut by the muscles and ligaments that run from heel to ball. The bony structure of the arch would not pass the scrutiny of any architect. Deprived of its muscular support it will sag, and the result will be the played-out, aching, incipient flat foot that is beginning to be known as "tennis feet."

Muscles and ligaments are living things, and living things grow tired. They will tire less quickly if they are given a little assistance, a little respite from the unrelaxed strain of holding together the twin ends of the bow-stave that is the arch of the foot. The stiff sole of everyday wear gives that, but takes away while it gives, for the muscles, which are (as is the nature of all living things) a lazy folk, forget that there may be a time when their strength will be needed. The lowering relaxes and the foot fastens into an unshapely and mechanically unsound assembly of bones and muscles.

The remedy is, as usual, to remember that the human body can adapt itself almost always to new conditions, provided only that it be given reasonable time in which to do it. Any athletic trainer knows as well as a doctor the folly of the sudden transition from a sedentary life to hard exercise.

And what is true of the body as a whole is true of a part of it. The feet must be "broken in" gradually to their new conditions, accustomed to disperse with supporting leather, as the young gymnast is trained to do without the helping hand of his instructor. Given that one condition, there is little reason why any player should be put out of action by "tennis feet."—Daily Mail.

TRADE OF CHINA.

HINDRANCES TO COMMERCE.

Dr. C. F. Remer, at one time Professor of Economics at St. John's University, Shanghai, in a volume entitled "The Foreign Trade of China," compares the foreign trade statistics of China with those of India. He finds the former relatively low, and attributes this smallness to the passive resistance which China offers to the penetration of trade. By this he means not an organised, or even a conscious, opposition to the spread of trade, though he admits there have been boycotts from time to time, but the hampering and confining influence that flows from the very nature of Chinese civilisation. Developing this theme, Dr. Remer says: "In the first place, China consists of a vast number of small agricultural communities in which probably three-fourths of the Chinese people live. The Chinese people are a village people. It is believed that there are no fewer than a hundred thousand villages within the country, each with its group of perhaps ten hamlets about it. The circumstance that the Chinese people live in these scattered villages, each with a considerable degree of economic independence, brings it about that serious restrictions upon the development of trade are tolerated. The most important of these restrictions is the lack of transportation facilities. There are a few railways in China, and there is a network of canals in certain parts of the country as, for example, in the districts around Canton and inland from Shanghai. There are, finally, the great navigable rivers, such as the Yangtze and the West River. Away from the rivers, the railways, and the canals, the only means of transportation are carts, pack animals, and coolies. The expense of transportation by these means is evident.

"Another restriction is a currency system which, by the standard of uniformity, is probably the worst in the world. The intricacies and complications of money changing in China are almost beyond belief. The state of the weights and measures is one of endless confusion. The lack of certainty and uniformity in taxation and the decentralisation of the Government, which is one of the chief political problems of the country, constitute further hindrances to trade. These restrictions are frequently commented upon, but it is not so frequently pointed out that they would be intolerable if the Chinese people were not divided and separated by their village life."

In charging a Chinese youth before Mr. R. E. Lindell at the Central Magistracy yesterday with possession of 28 tablets of illicit opium, Chief Probation Officer S. J. Clarke said that the drug was found tied round the defendant's waist when he was searched on the Tung On Wharf. His Worship imposed a fine of \$2,000, or six months' hard labour.

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Hongkong Bank	\$1,084 1/2 buy, 1,090 as.
Do., London	21 1/2 nom.
Chartered Bank	22 1/2 buy.
Mercantile Bank, A. & E.	23 1/2 nom.
Do., U.	21 1/2 buy.
P. & O. Bank	23 1/2 buy.
East Asia Bank	24 1/2 buy.
Canton Insurance	\$6 1/2 nom.
China Underwriters	\$1 1/2 nom.
North China Insurance	Tls. 125 nom.
Union Insurance	\$38 1/2 buy.
Yangtze Insurance	Mor. \$35 buy.
China Fire Insurance	\$200 buy.
Hongkong Fire Insurance	\$200 buy.
Douglases	\$27 buy.
H.K. U. & M. Steamboats	(\$23) buy, 23 1/2 as.
Hongkong Tugs	\$2 buy.
Indo-China (Prof.)	\$30 buy.
Do., (Del.)	\$42 buy.
Shell Transport	\$9 1/2 nom.
Star Ferries	\$88 buy.
Waterboats	\$15 nom.
China Sugar	\$21 buy, 21 1/2 as.
Malayan Sugar	\$36 nom.
Bengal	\$14 nom.
Katia Mining Ad.	\$47 1/2 sel.
Langkats (combined)	Tls. 23 1/2 buy.
Do., (single)	Tls. 11 1/2 buy.
Shanghai Explorations	Tls. 5 nom.
Shanghai Loans	Tls. 7 nom.
Bauis	\$24 buy.
Tromoh Mines	\$30 1/2 buy.
Ural Caspian	\$8 1/2 nom.
H.K. & K. Wharves	\$120 buy.
H.K. & W. Docks	\$304 buy.
Hongkew	Tls. 170 buy.
New Shanghai	Tls. 6 1/2 buy.
Shanghai Docks	Tls. 115 buy.
H.K. & S. Hotels	\$10 3/4 buy.
Hongkong Lands	\$64 buy, 64 1/2 as.
Hongkong Realty	\$49 nom.
E.K. Territorials	\$4 sel.
Humphreys Estates	\$137 buy.
Prince's Buildings	\$39 nom.
Rural Lands	\$14 nom.
Evo Cottons	Tls. 84 buy.
Oriental	Tls. 24 buy.
Shanghai Cottons (old)	Tls. 61 buy.
Do., (new)	Tls. 26 buy.
China Buses	\$25 buy.
Hongkong Tramways	\$251 buy.
Peak Trams (old)	\$154 nom.
Do., (new)	\$7 1/2 nom.
Singapore Traction	\$15 1/2 buy.
Taxis	\$3 sel.
Amusements	\$12 buy.
Canton Ice	\$74 nom.
Cementa (combined)	\$134 buy, 14 as.
Do., (old)	\$12 nom.
Do., (new)	\$204 buy.
China Lights (combined)	\$14 buy.
Do., (old)	\$10 buy.
Do., (new)	\$10 buy.
China Providents	\$5 3/4 buy.
Constructions	\$24 nom.
Dairy Farms	\$17 buy.
Der A. Wings	\$6 sel.
Hongkong Electric	\$67 buy, 63 sel.
Macao Electric	\$35 nom.
H.K. Ropes (combined)	\$26 sel.
Do., (old)	\$10 sel.
Do., (new)	\$5 sel.
Lane Crawford	\$9 nom.
Mackintosh	\$194 nom.
Sincera	\$11 nom.
United Asbestos	\$20 sel.
Watsons (old)	\$18 buy, & as.
Wm. Powells	\$4 nom.
buy—buyers; sel—sellers; as—sales	nom—nominal.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, September 27th.

Paris	174
Brussels	181 1/2
Amsterdam	20 1/2
Berlin	20 1/2
Copenhagen	20 3/4
Vienna	24 1/2
Helsinki	108 1/2
Lisbon	2 1/2/32
Buenos Aires	45 23/32
Shanghai	2/8
Yokohama	2/0
New York	48 3/4/16
Geneva	25 1/2
Milan	128

(Continued at foot of next Column.)

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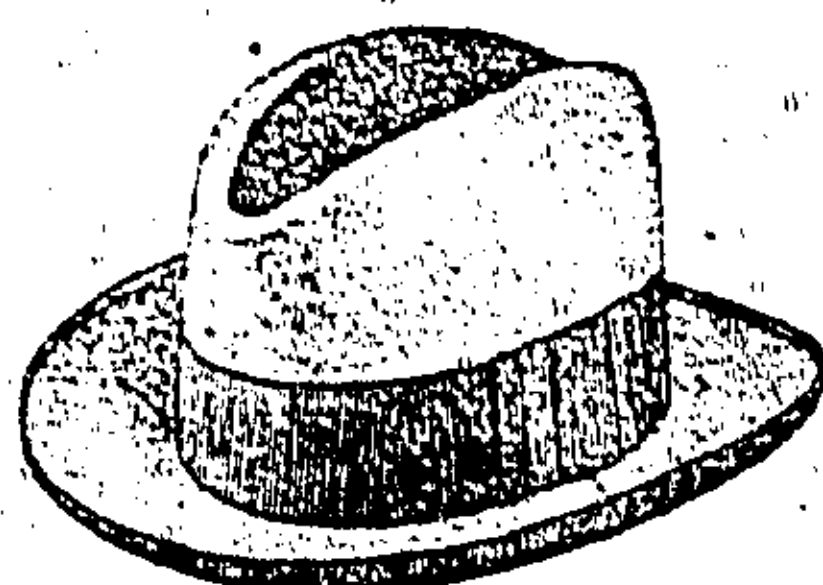
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JAPANESE SENTENCED TO FIVE YEARS.

SEQUEL TO SEIZURE ON FRENCH VESSEL.

Yonejima Tanaka, the Japanese who was arrested on the French mail steamer *Angers* on September 1st, in consequence of a seizure of nearly a quarter of a ton of heroin on board, was charged before Sir Henry Gollan, the Chief Justice, at the Criminal Sessions yesterday, with importing the drug and with unlawful possession. He was found guilty and sentenced to five years' hard labour.

The Hon. Mr. J. H. Kemp, the Attorney-General, prosecuted, and Mr. H. G. Sheldon (instructed by Mr. L. R. Andrews) defended.

In the course of the trial, the Attorney-General said that the total value of the haul was \$100,000 and the amount was sufficient to kill 2½ million people.

Opening the case for the Crown, Mr. Kemp explained that there were two alternative charges against the prisoner, one of unlawful possession and the other of unlawful possession importation.

Dangerous Drug Trade.

The dangerous drug trade, further stated the Attorney-General, had been the subject of various international conventions and was the subject of certain international laws. The policy of these conventions included the control of drugs in transit, i.e., that of drugs which it might not be intended to land at a place but which passed through it.

Applying the law to Hongkong, the Attorney-General said that no-one was allowed to carry through drugs unless they had a licence, unless they were on the ship's manifest or unless they had given certain information to the authorities. None of these regulations had been complied with by the defendant.

Dealing with the statement that the defendant had made as to his having been given the trunks by a Chinese merchant at Marseilles to deliver to Shanghai and that he had been assured that the contents were watches. The Attorney-General said that it was unlikely that such a valuable cargo would have been entrusted to a man who had no knowledge as to its contents and who would have had to answer question at the port of destination.

"Guilty Knowledge."

The fact that the defendant had not produced a key when asked by Senior Revenue Officer Watt who boarded the *Angers* who also referred to by the Attorney-General as indicating guilty knowledge. A further factor was the non-production by the defendant of the baggage room pass without which the defendant would not have been able to get his trunks. If the defendant had no knowledge of the contents, it was difficult to understand why he should have taken such pains to disassociate himself from the trunks.

The manager of the Messageries Maritimes Compagnie gave formal evidence of the fact that baggage room tickets were issued and that trunks would not be released without the production of such tickets.

After further evidence had been given before putting his client in the witness-box Mr. Sheldon said that there had been no evidence in fact that the drug was in accused's possession. The only evidence against him was the statements which he had made.

Accused's Story.

The accused said that he was a tailor carrying on business at Tokyo, and had this year taken a trip to Paris to get some new models of European clothes. His business in Japan was large and he made by it a profit from 500 to 600 yen a month. Whilst in Paris he met a Japanese friend who introduced him to a Chinese. They went together on a trip by aeroplane to Switzerland and whilst there, the Chinese told him that he had some boxes which he desired to ship to Shanghai. He asked him if he would take them, and he complied. The Chinese told him the name of the person to whom they were to be delivered in Shanghai. He, moreover, told witness that the boxes contained watches.

Replying to the Attorney-General, witness said that it was his first trip to Europe. He further stated that he had posted to Japan the models he had bought in Paris.

A Justified Verdict.

After Counsel had addressed the jury, the latter retired for about ten minutes, and returned a unanimous verdict of guilty on both counts.

Addressing the prisoner, the Chief Justice said: "You have been found guilty of a very serious offence, and on evidence on which I think fully justifies the jury in finding you guilty. This traffic in drugs is one of great danger to people who are addicted to the habit and to others who might be tempted to become addicted to it. The traffic is carried on by a very dangerous body of criminals in order to make profits, and who don't care what evil they bring upon others. It is true that there was no intention on your part to dispose of their drugs in Hongkong but the object of the law is to stop the traffic not only in Hongkong but everywhere else. The sentence of the Court is that you be imprisoned for five years with hard labour."

The trial did not conclude until 6 p.m.

FIVE YEARS AND THE CAT.

SEQUEL TO ROBBERY AT KOWLOON.

Before Mr. Justice Wood, three men were charged with having committed an armed robbery with violence at the residence of a retired Birkenhead Chinese merchant at Yaumati. On the application of Mr. Dyer Ball, the Assistant Attorney-General, the third man was discharged. The other two pleaded guilty.

The first prisoner said that, accompanied by four other men, he entered the house at 4 a.m. when another man opened the door for them. Prisoner denied having been armed.

Mr. Dyer Ball said that two revolvers were used. Counsel further stated that money and property up to \$2,000 had been stolen, \$300 only being recovered.

Complainant was called and said that the robbers tied up himself, his wife and his three children. He recognised the first prisoner and added that he had a revolver when he entered the house.

Sentence of 5 years' hard labour and 10 strokes of the cat was inflicted in each case.

INDIAN CONSTABLE ATTACKED.

REVOLVER DISCARDED AFTER BEING STOLEN.

Another case heard before the Puisne Judge was one in which two Chinese were charged with assaulting an Indian police sergeant, and with stealing his revolver.

Mr. Dyer Ball said that the policeman was on duty in the early morning of August 10th at Waterloo Road, Yaumati. Two Chinese approached him from a wharf close by and engaged him in conversation. Simultaneously, he was seized from behind and in front, and in the struggle which ensued his turban came off, his hands were badly cut, his clothes became bespattered with blood, and one of his teeth was knocked out. The man behind made off with the constable's holster and revolver, but the second man was securely held and when assistance arrived he was put under arrest. The revolver was found on a heap of old iron some distance away, and the holster in another place. The second prisoner was arrested 10 days later on the Wing Lok Wharf when about to board a steamer for Macao. In their statements prisoners had virtually admitted the offence.

After evidence had been called, the jury were absent for over an hour and, on their return, the foreman announced that they found the prisoners guilty by a majority of five to two.

His Lordship said that was sufficient and sentenced prisoners each to two years' hard labour.

DEFENDANT ABSENT.

ALLEGED THEFT OF POSTAL PARCELS.

When the case against two clerks, who were alleged to have stolen postal parcels from the Post Office, was called before Mr. R. E. Lindsell at the Central Magistracy yesterday, the Chinese defendant, who had been out on bail of \$100, was absent.

Mr. D. McCallum, who appeared for this man, said that from inquiries made at the defendant's house he found that defendant went to Macao, but failed to return yesterday as promised. He thought the only thing to do was to issue a warrant, but he was confident that the defendant would return.

In the case of the Indian defendant, Mr. Leo D'Almada said he was in communication with Mr. T. M. Hazlerigg, who is prosecuting in the case, and he would like a short remand.

The case was accordingly remanded until 11.30 a.m. on Thursday.

SNATCHER SENTENCED.

ATTEMPT AT GARDEN ROAD.

While Mrs. Hickey was returning from the Cathedral along Garden Road on Saturday, a Chinese youth tugged at her handbag, but failed to get it. Mrs. Parsons and Mrs. Hall were also with her at the time.

Sergeant Hopkins had his attention drawn to the runaway and chased him on his motor cycle. They youth attempted to get away by running across the parade ground, but the Sergeant ran on foot and caught him as he was getting through a hole in the railing near the match.

Defendant, who had two previous convictions, was sentenced to eight months' hard labour and to receive 15 strokes.

A small boy, who was pointed out by the defendant as a member of the same gang, was ordered 12 strokes by the Magistrate.

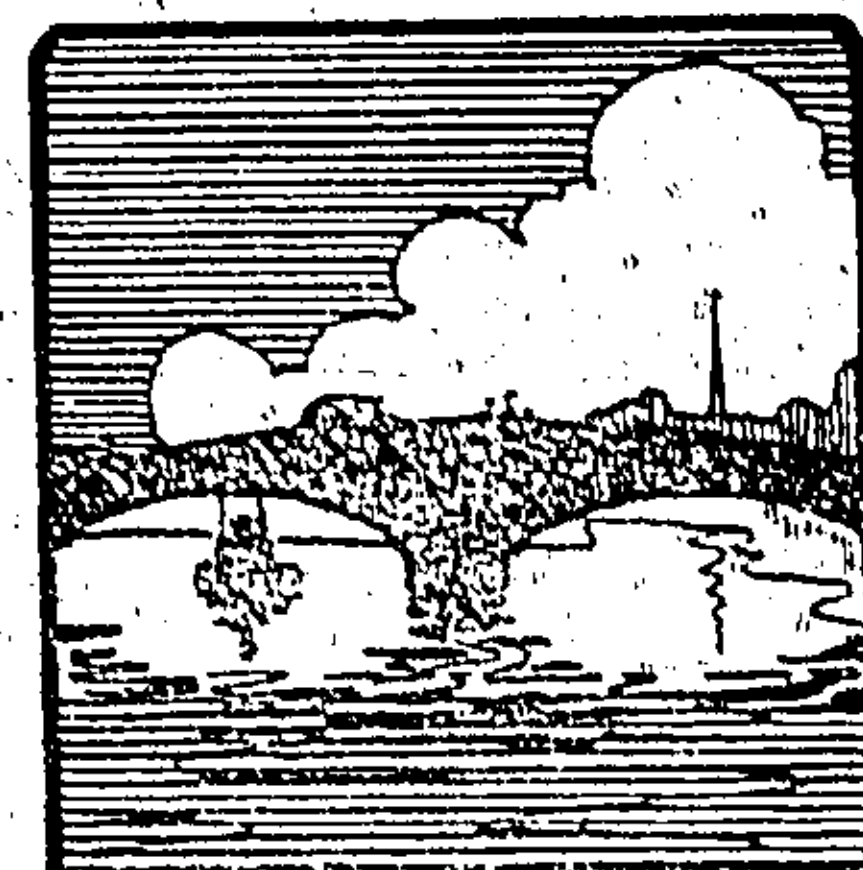
THE "GLOBE-TROTTERS."

HELD UP BY TYPHOON.

The Globe Trotters, presented by Mr. Dick Norton, who failed to appear at the Star Theatre, Kowloon, on Monday night owing to the *Kwaiyang*, the vessel on which they were travelling to Hongkong, being delayed by the typhoon, did not reach Kowloon last night as the vessel was unable to enter port until late in the evening, owing to a breakdown in her steering gear (reported elsewhere). The "Globe Trotters," however, will be able to land this morning from the *Kaiyang*, which had to go to quarantine on arrival here last evening, and they will give their opening performance at the Star Theatre this evening at 8.15.

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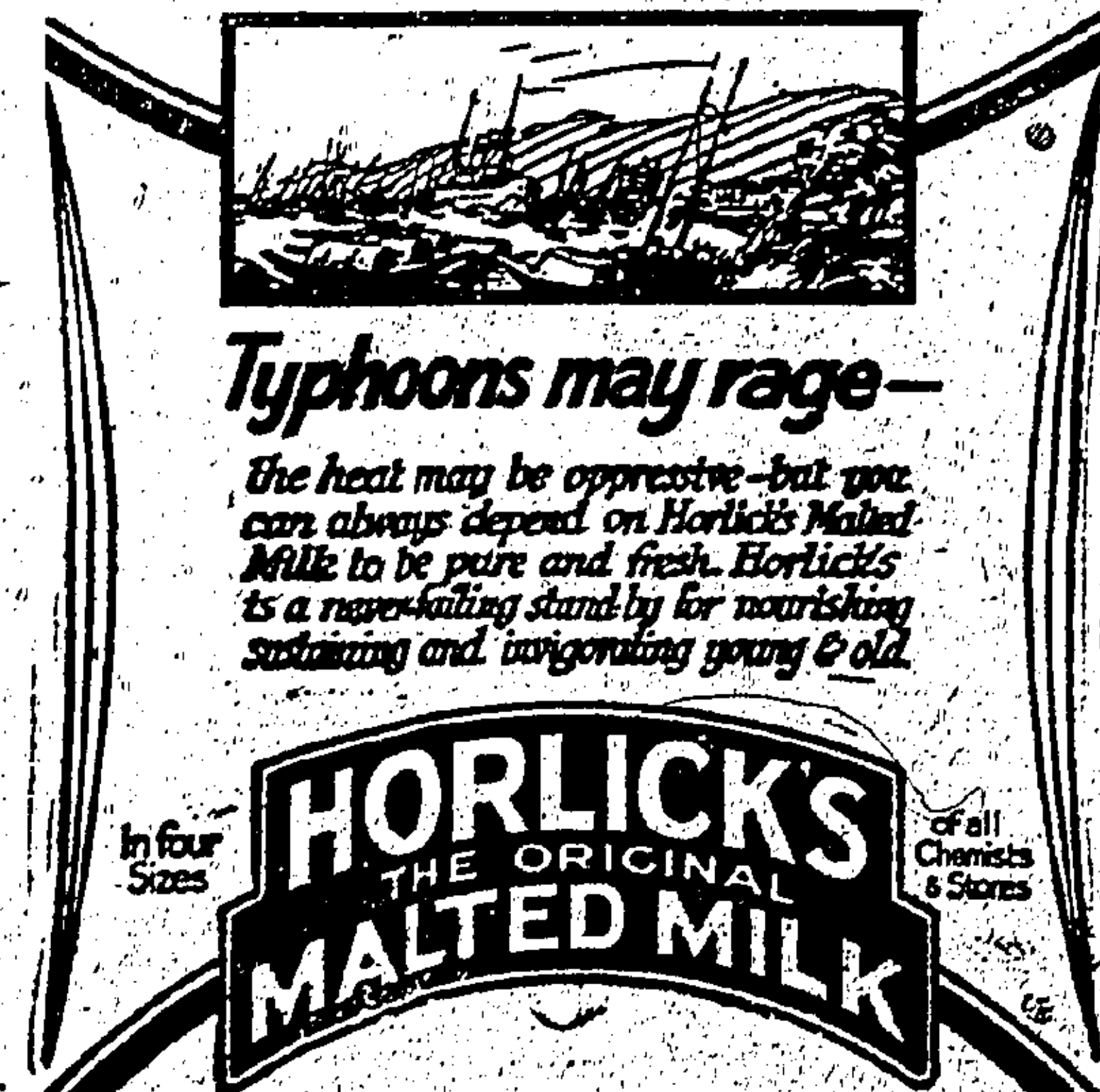
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[A.P.R.]



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FURTHER TYPHOON INCIDENTS.

ALARMING NEWS FROM MACAO.

B. AND S. STEAMER HELD UP.

MUCH DISTRESS AMONG NATIVE CRAFT.

Reports obtained yesterday gave further details of the toll exacted by the typhoon, the most alarming report being that from Macao relating to the feared disaster to the fishing fleet of 700 junks and their crews, which are understood to have been out at sea when the gale was at its worst. Confirmation, however, could not be obtained. Considerable damage was done to the sea-front and in the harbour at Macao, a number of Harbour Works' craft being sunk.

Locally, the outstanding feature was the report received concerning the B. & S. steamer *Kweiyang*, which, encountering the full force of the typhoon, suffered a breakdown to her steering gear and had to remain off Gap Rock until towed in late last evening by the Kowloon Dock salvage tug, *Henry Keswick*.

Reports regarding other distressed shipping were also received; while it was also ascertained that many native craft, fishing and cargo junks, caught unawares, and away from shelters suffered severely, in several instances loss of life being recorded.

FISHING FLEET MISSING.

HUGE LOSS OF LIFE FEARED.

HARBOUR CRAFT SUNK.

An alarming report was received from Macao yesterday morning to the effect that practically the whole of the Macao fishing fleet and at least 2,000 fisher-folk, had been lost in the typhoon.

The fleet consisted of 700 junks, and was stated to have left for the open sea before the typhoon came on, and up to yesterday no news had been heard of them.

No confirmation of this report could be ascertained. Enquiries were made on the *s.s. Taishan* on her arrival from Macao yesterday evening, but except that the fear of the disaster was prevalent in Macao no definite report was forthcoming.

It is quite safe to assume that much distress was experienced among fishing craft in the vicinity of Macao, Kwong Chow Wan and Lantau.

Yesterday several junk wrecks were seen drifting in the open sea.

A report by the Customs at Macao yesterday was to the effect that a passenger junk was on the rocks outside Macao, and that the whole crew, numbering 68, had been drowned.

Considerable Harbour Damage.

Considerable damage was done on the sea-front and in the Macao Harbour. In the harbour, five lighters, one dredger and a floating crane, belonging to the Netherlands Harbour Works Company, were sunk. Several other lighters were stranded.

On Shore.

The streets were deserted throughout the day. Waves even at the inner harbour were dashed so high that some of the shops near the river front were flooded. Communication was entirely interrupted for several hours and business establishments were closed. The electricity was affected in several places. Several old buildings collapsed.

Gunboat in Distress.

The Portuguese gunboat *Macao* had a distressing time in the typhoon. Her foremast was blown away and damage done to other parts of the vessel.

When the full report of the effect of the typhoon comes from Macao, it is believed that heavy loss of life, particularly on the sea, will be known. The velocity of the wind was at times 100 miles an hour.

FISHING FLEET CAUGHT.

SEVERAL FISHERFOLK DROWNED.

A native fishing fleet went out from Hongkong on Sunday afternoon and was caught in the gale. The boats were driven hither and thither. Several foundered, but some must have foundered, and it is feared that many of the occupants were drowned. Several of the boats got back to the harbour yesterday.

Boat People Saved.

A big cargo junk, laden with kerosene for Swatow, was badly battered, but the crew managed to beach her in Deep Water Bay. The crew were fed and attended to by European residents in the locality, and later were sheltered in the village.

Clinging To Wreckage.

Capt. S. B. Spilleth, master of R.F.A. *Francis*, reported to the police yesterday that on the previous day he picked up from a piece of wreckage at the entrance to Lyemun Pass, two Chinese belonging to a fishing junk which had foundered. The junk had a crew of 27, including 21 men, 4 women and 2 children. Five of the crew clung to a piece of wreckage and were later picked up alive in Chai Wan Bay. The remainder are all believed to have been drowned.

A small harbour boat which was tied up near the shore, was carried away to sea. Another boat anchored in Hungnam Bay was dashed against the wall and smashed to bits.

Junk Disasters.

A Shaikwan fishing junk left San Mi for the open sea when the gale abated. She was swamped by a huge wave and carried towards Hongkong. The majority of the crew, numbering 27, were saved.

was known on Monday that the *Kweiyang* had encountered the typhoon and that she had received a severe buffeting from the gale and heavy seas. This was sufficient to delay her arrival in port, which should have been reached on Monday, but so severe was the effect of the typhoon on her, that her steering gear broke down, and she was unable to make port. She was held up off Gap Rock, but although exposed to the elements, was in no danger. Various messages were received from time to time by Messrs. Butterfield and Swire regarding her position and notifying them of the fact that everything apart from the breakdown was all right.

The *Kweiyang* remained off Gap Rock all Monday night and during yesterday. All 11 a.m. yesterday the *Henry Keswick* was despatched to the scene to tow the distressed vessel in.

On enquiry at Messrs. Butterfield and Swire yesterday we were informed that very little information had been received by them concerning the extent of the damage. So far as they were aware the damage only amounted to the breakdown mentioned, but that the engines were not affected, as rumoured. Being without rudder control, the *Kweiyang* was thus prevented from moving from the position in which she had taken up safe anchorage.

We were further informed that the *Kweiyang* would arrive in the harbour between 8-30 and 9 o'clock last night. She was then to be towed to quarantine. This morning she is to leave the quarantine anchorage and proceed to her buoy, passengers will disembark, and the discharge of cargo will be proceeded with.

Provided the damage to the steering gear is not more serious than is anticipated, it is very likely that all repairs necessary will be carried out while the vessel is at the buoy, thus avoiding going into dock.

STEAMER BREAKS AWAY.

STRIKES ROCK NEAR LANTAU.

INDIAN AND CHILD DROWNED.

A newly constructed river steamer, which broke away from its mooring in a shipbuilder's yard during the typhoon, drifted swiftly away, crashing into the *Stanley* in the course of its career before the gale.

The steamer, which was not completed, was anchored off the Ching Lai yard at Cheung Sha Wan. She had on board a Chinese watchman, two Indians and an Indian child. When the vessel collided with the *Stanley* the Chinese jumped on board the latter vessel, and was thus saved. The steamer was carried a long distance and struck a rock between Tung Chan and Lantau. One of the Indians got safely ashore, but the other Indian and the child were drowned. The steamer was a vessel of 850 tons and damage is estimated at \$100,000. There is a danger of the steamer breaking up as she is firmly wedged on the rocks.

Another Steamer.

Another river steamer, also incomplete, broke away from the Ching Lai yard during the typhoon, but was recovered near the Standard Oil Company's installation at Lai Chi Kok.

Both the vessels which broke adrift from the shipyard were being constructed from the Fook Yuen Steamship Co.

Other Vessels.

The *s.s. Confucius*, which was stranded off Kowloon Dock, was still aground yesterday, and with the lowering of the tide it is said that it may take two or three days before she can be re-floated. We have been unable to ascertain whether she has sustained any damage.

The *s.s. Milton* and *s.s. Tangshan*, which, as reported yesterday, broke away from their moorings and were lashed together off Green Island, were towed back to the harbour yesterday morning by the *Henry Keswick*.

It is reported that the *s.s. Phenomenon*, a local vessel engaged in carrying rice from Saigon to Hongkong is now four days overdue for this port. No confirmation was obtainable yesterday regarding this, and it is not known whether she has met with any mishap, or has been otherwise delayed in reaching here.

Mr. Raymond's Yacht.

It was reported yesterday that the yacht *Jean*, belonging to Mr. E. M. Raymond, of Messrs. Moxon and Taylor, broke from her moorings at Repulse Bay after a severe buffeting in the series of squalls, and drifted towards the rocky islands at the eastern entrance. When the wind relaxed, just in time to avoid destruction to the yacht, the anchors found better holding ground, and the *Lady Jean* was able to ride the storm. It was learned yesterday, however, that early on Monday evening an attempt was made by the three Chinese, who were on board as crew, to sail the yacht to Aberdeen or Repulse Bay. The wind proved too strong, however, and the yacht was carried away. The *Kau Sing* visited the scene, but as there was a Water Police Launch there she left. Up to last night no trace of the yacht had been found, and she is still missing. It is hoped, however, that she will be able to weather her way back again.

THE WEATHER.

The rainfall for the twenty-four hours ending at 10 a.m. yesterday was 1.18 inches.

The Observatory report at 11.35 a.m. read:—

Pressure has increased considerably over S.E. China, and slightly from Formosa to Chefoo. It is stationary from the Philippine to S.W. Japan. The typhoon appears as a depression over Tongking this morning. An anti-cyclone has formed over China, causing a steep gradient from Tongking to Shanghai. The existence of a typhoon to the east of Luzon is now doubtful. Fresh monsoon may be expected along the coast of China.

VISITORS TO CANTON.

M. KARAKHAN AND CHRISTIAN GENERAL.

SCHOOL TEACHERS HELD FOR RANSOM.

MERCHANTS CONFIDENT BOYCOTT IS ENDING.

[FROM OUR CHINESE CORRESPONDENT.]

As I have already reported Bolsheviki circles in Canton invited M. Karakhan, the retiring Soviet Ambassador at Peking, and Feng Yu Hsiang, the defeated commander of the Kuomintang Army who has just returned to Kamsu from Moscow, to pay a visit to Canton. It is now stated that M. Karakhan is coming to Canton and that Feng, the Christian General, expects to leave Kamsu for Kwangtung soon.

[A Shanghai report states that Comrade Karakhan left Shanghai for Canton on September 22nd and will remain at the latter place for a few days, returning to Shanghai en route to Moscow. If this report is true M. Karakhan should now be in Canton.]

"Reds" and "Anti-Reds" are trying to enlist the support of militarists and politicians and rumours circulate daily regarding this and that personage having gone from one side to the other or back again. I scarcely think that these rumours are worth repeating. They would not help the foreigner to understand the situation. It is practically impossible even for a Cantonese in close touch with affairs to draw up an accurate "Who's Who" in local politics in these days.

As far as "war news" is concerned all that can be said is that the absence of the reports of further victories is handicapping the sale of Kuomintang war bonds. News of constant successes is needed to push these bonds on the market. The celebration that was to have been held in Canton over the capture of Nanchang has been postponed but the one celebrating the fall of Toyshan was held according to plan although later reports recorded the defeat instead of the victory of the Southern troops.

Educational Difficulties.

The Kwangtung University and the First and the Second Kwangtung Middle Schools, have been unable to re-open for the autumn session in full. The students of the schools have gone on strike demanding the removal of their principals. The Kwangtung University, as already reported in the *Daily Press*, is unable to resume functioning on account of the refusal of M. Borodin, the Soviet High Commissioner to South China, to finance it, unless the Soviet appointee, Mr. Ching Feng Yu, is accepted as acting president.

According to Kuomintang reports, "Reds" in Heingshan did not raid the Normal School of that district to search for "anti-Red" literature. The fact is that some robbers on the evening of September 24th, disguised as "Reds," attacked the institution and took away two teachers, six students, and two servants for ransom, besides a quantity of valuables. The Kuomintang will order an investigation of the outrage, it is understood, should the school care to file a complaint.

The "Red" students in Pui-Ching Baptist Academy at Tungshan near Canton City have been causing trouble for some time, and the authorities are thinking of closing part of the school.

The Trinity College in Canton has not re-opened this autumn owing to certain "Red" opposition.

The workers of the John G. Kerr Hospital for the Insane in Hongkong, Canton, are threatening to go on strike as a protest against alleged ill-treatment by their employers. The Kuomintang Labour Division is mediating to prevent the closing of the institution.

Resignations.

Mr. Li Chang Tet has tendered his resignation as Chief of Police of Canton and Tang Shiao Yin, as Municipal Treasurer.

The Boycott.

Notwithstanding the opposition that has been manifested to a termination of the boycott, the merchants in Canton both foreign and Chinese are confident that traffic between Hongkong and Canton will be resumed very shortly.

CHIANG KAI SHEK AND MARSHAL SUN.

SUGGESTED COMPROMISE.

According to a Shanghai report Gen. Chiang Kai Shek, replying to urgent overtures made to him by a prominent member of the Kuomintang in Shanghai for the preservation of peace, states that the whole responsibility for present fighting rests with Sun Chuan Fang, and if Sun will agree to withdraw his troops from the portions of Gen. Chiang's occupied property, Gen. Chiang in return will withdraw his troops from the territory it has occupied which rightfully belongs to Sun Chuan Fang.

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Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure. Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINDSAY & DAVIS at \$5 each up to FRIDAY, 30th OCTOBER, 1926. The Charge for Admission for Ladies to the Members' Enclosure will be \$2. Each Member can obtain upon application to the SECRETARY, Badges for the Admission of 2 Ladies Free of Charge. [3999]

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DEATHS.

HALL.—On September 22nd, at Sherborne, Dorset, Joyce, the dearly beloved wife of the Rev. T. Wad Hall, Chaplain to Mission to Seamen, in Shanghai. (By cable).

ROTH.—On September 21st, at 30 Carter Road, Shanghai, Mr. BERNARD ROTH, aged 78, died suddenly of heart failure.

STEWART.—On September 22nd, suddenly at Shanghai, JAMES STEWART, chief engineer, China Merchants' S.N. Co.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.
HONGKONG, SEPTEMBER 29th, 1926.

GREAT BRITAIN HOLDING HER OWN.

WHEN one comes to consider it, the fact that the coal stoppage in Great Britain has not had more serious effects on the industrial activities of the nation is really remarkable. If anybody had stated beforehand that there could be a cessation of work in the coalfields for five months without the closing down of factories all over the kingdom the statement would have been received with polite scepticism. No doubt the gang of extremists in control of the Trade Union machinery of the Miners' Federation hoped—and some believed—that disaster in this wholesale fashion would have resulted. It would have furthered their policy, often openly avowed, of forcing nationalisation of the mines upon Government and people. But the best laid plans of mice and men (and miners) "gang" at aly. The paralysis of industry has been avoided. This is mainly due to one quality inherent in the British character—the power to meet difficulties as they arise and overcome them, and the power rapidly to improvise expedients which will enable people to carry on even when the normal routine of their lives and activities is disturbed. We saw this on the grand scale in the General Strike, and so it has been in the lesser, but still formidable, menace of the coal strike.

Another factor making for the defeat of the miners' leaders has been the bold policy of importing coal. The imports of foreign coal into Great Britain rose progressively as the strike was protracted. From May, when the strike began, to the beginning of July the average weekly import was about 130,000 tons. In July the weekly figure averaged over 650,000 tons, while in the first three weeks of August it averaged about 945,000 tons. This increase more than compensated for the steady exhaustion of domestic supplies in hand at the beginning of the stoppage. As a result of the partial resumption of mining in certain areas in England, about 200,000 tons were mined each week in August, while outcrop workings yielded about 100,000 tons per week. It was the fervent belief of Mr. A. J. Cook and other miners' leaders that workers in Continental pits would refuse to raise coal for export to Britain, or if they did that British seamen and transport workers would refuse to handle it. But in this they were disappointed, and an excellent illustration was afforded of the hollowness of the parrot-cry familiar at Trade Union meetings about the "Solidarity of Labour."

Of course, the coal strike has affected particular industries, for that could not be otherwise, but the conditions are far better than might be expected. The metallurgical group has been the worst sufferer, owing to the absence of supplies of suitable fuel at a price which the majority of works can afford to pay. But the orders received have been considerable, especially in the engineering industries. Shipbuilding has been rather severely hit, which is particularly to be regretted as this branch of trade has had a long spell of misfortune since the war. The chief complaint is the lack of raw materials. Cotton has had a difficult period, also, and it is significant that several firms in Lancashire are converting part of their power plant to the use of electricity. But in a broad survey of trade conditions at home there is no cause for undue lamentation. The official returns of British exports in July show that despite the coal stoppage and the General Strike which preceded it, and notwithstanding the increased competitive powers of some countries and decreased purchasing power of others, there have been actual increases in exports of certain commodities. Under the classification "articles wholly or mainly manufactured" British exports in July recorded increases in fourteen sections and decreases in only six, as compared with July 1925.

When the special difficulties of the situation are considered these are encouraging facts. Great Britain is holding her own in the markets of the world. This is emphasised in an interesting article in the *Westminster Bank's Review*. Statistics are quoted which show that whereas during the last thirty years of the Nineteenth Century British proportion of world trade was declining, some time or other since 1900 this movement has been checked and our share approximately stabilised. In 1893 the United Kingdom share of world trade was 17.14; in 1905 it was 15.5; in 1913 it was 15.3, and in 1924, 16.5. The expert writer in the bank *Review* refers to the increasing extent to which Britain is relying on "invisible" exports, and comes to the conclusion that "certain recent utterances have been inspired by an unduly sombre view of British trade prospects. Given the necessary spirit of goodwill and honest endeavour on the part of those concerned, we believe that Great Britain can retain her due share of the world's trade."

To-day is Michaelmas Day and the Day of St. Michael and All Angels.

The Dockyard Young Men's Club will hold a social dance in the club room at 6.45 p.m. to-day.

The P. & O. s.s. *Kalyan*, from Hongkong, arrived at London on September 28th at midnight.

The Hon. Mr. A. F. Worthington, British Resident, Pahang, has been granted eight months' leave on full pay from September 10th.

Mr. W. Graichen, the well-known German mining engineer, whose headquarters were in Ipoh long before the war, has returned to the F.M.S.

Mr. Francis Graham, head of the firm of F. H. Graham & Co., Singapore, who is in New York, will leave America for Singapore in December next.

The bodies of two young Chinese women were found in the harbour yesterday. They were tied to each other by their hair. The police consider it a case of suicide.

TRIBUTE TO THE PRATAS STATION.

A CORRESPONDENT writes: "In connection with your account—or rather the Observatory's account—of the Typhoon and its passages across to us note should be taken of one particular remark: it 'was heading for Amoy but took a sudden turn to the Westward and passed close to the Pratras.'"

Furthermore, it is to be noted that this typhoon travelled with exceptional rapidity, as well as on a course, which is unusual for this time of year. It is fairly safe to say that had there been no Pratras Station to warn us, first of the change of course and, secondly, of the rapid movement of this typhoon, Hongkong would not have escaped so slightly or with so little damage to the harbour craft and shipping in general as it did. Thus early in its existence has the Pratras Station proved how useful it is to Hongkong and it is good to know that, possibly before the next typhoon season and certainly within a year, there will be another Wireless and Meteorological Station on the Pratras—probably on Woody Island. This will make a complete cordon for the protection of Hongkong and the China Coast.

Let us remember that in spite of Wars and changes of Governments, so-called in Peking, this work has gone steadily forward, nominally under the aegis of the Central Government, actually under the direct supervision and inspiration of two highly trained Chinese gentlemen—brothers—both of whom we can be proud to think, owe something at least to their early training in England, and to their absorption of English ideas and ideals.

It is hard to find many redeeming features in the various Governments in China, but honour were honour is due, and due credit must be given to Peking for having made it possible to enable this work, so much for Hongkong's benefit, to proceed uninterruptedly.

Preparations are being made for the forthcoming visit to China of General W. Bramwell Booth, head of the Salvation Army, who is due to arrive in Shanghai on or about November 10th.

The funeral of Mr. Jan Blankenvoort, whose body was recovered from the sea at North Point yesterday afternoon, will take place at Happy Valley Cemetery this afternoon, passing the Monument at five o'clock.

Mr. J. V. A. MacMurray, the United States Minister to China, who arrived in the Colony last week from Shanghai, and is at present on a visit to Canton, will leave Hongkong on Friday afternoon by the s.s. *President Wilson*, for Manila.

The return of notifiable diseases, for the 24 hours ended September 27th, recorded 1 Chinese case of enteric fever; while the return for the week ended September 25th, recorded 1 English case of diphtheria and 8 Chinese cases of enteric fever, 5 of which ended fatally. Two of these cases were imported.

Knut Hansen, well-known to Shanghai boxing enthusiasts, has at last secured a place before the footlights of the world's greatest boxing stage. It had always been the big blonde Swedish American's ambition to get into first class heavyweight fighting and he was one of the principals in a heavyweight bout preceding the world's heavyweight championship between Dempsey and Tunney at Philadelphia.

The *Straits Times* learns that Mr. J. Lornie will be going shortly to Kuala Lumpur to act as British Resident of Selangor, and Mr. H. W. Thompson will go to Taping to act as British Resident of Perak, in the place of Mr. O. F. Stonor, who is going home on leave, prior to retirement. Mr. Bartlett, from Kuala Lumpur, will act at Singapore, of Commissioner of Lands, S.S., in the place of Mr. Lornie.

The case of the two postal clerks, charged with stealing postal parcels, was again adjourned when called before Mr. R. E. Lindell yesterday. On the one side, Mr. MacCallum said his client had gone to Macao but was believed to be returning, and on the other Mr. Leo d'Almeida said he was awaiting instructions from the other defendant, with the view to interviewing the Assistant Crown Solicitor who was to prosecute in the case.

It was learned yesterday that in addition to the two armed Chinese Maritime Customs launches despatched from Canton to search for the missing Customs launch *Kongmoon*, which is believed to have been pirated while on the way from Kongmoon to Macao, three further launches were being sent from Hongkong to join in the search. An extensive search is to be made for the missing launch in the waters between Kongmoon and Macao, but as no sign of the *Kongmoon* has been seen since her disappearance, there seems no reason to doubt but that she has fallen into the hands of pirates and is now hidden away in some creek, of which many exists in this particular district. Up to 2.30 yesterday no news of the *Kongmoon* had come to hand.

Invitations have been issued for a farewell dinner being held by the *St. Gloria Lodge* of the R.A.O.B., at the Royal Naval Theatre on Saturday evening.

Mr. T. T. Laurensen, local Secretary of the China Coast Officers Guild, and Mr. W. J. Stokes, local Secretary of the Marine Engineers' Guild of China, returned to the Colony yesterday from Shanghai.

Caught in a sudden squall in the harbour yesterday, a sampan capsized and threw the occupants into the water. No lives were lost and the boat was salvaged. The only loss reported is that of the sampan licence.

The management of the Café Parisien announce a Grand Gala Dinner Dances to be held on Saturday night, at which, in celebration of the termination of the boycott, handsome souvenirs will be presented to every couple on the floor. In view of the growing demand for tables on Saturday nights at the "Parisien," early booking is advisable for this special function.

The death is announced of Mr. J. Farleigh Robertson, of Roma estate, Celebu, which took place at Seremban Hospital. Mr. Robertson was a member of the Robertson family, well-known in Malaya since the sixties, being the son of Dr. John Hutchinson Robertson, J.P., who started "The Dispensary," Singapore, in 1879. Other sons are Mr. John Argyll Robertson, late manager of the Chartered Bank, Kuala Lumpur, and Dr. John Robertson, of Singapore. Mr. Farleigh Robertson was many years in Government Service as Settlement Officer in the Kinta District. He left the service to take up planting and mining.

Saturday was observed as a holiday in Johore in honour of the birthday of His Highness the Sultan, which fell on the previous day, but owing to court mourning, on account of the death of the Sultan and a sister of the Sultan, the customary celebrations were not held this year, says the *Straits Times* of September 28th. His Highness Sir Ibrahim is now 53 years of age, having been born on September 17th, 1873. He was the only son of the late Sultan Abu Baker and he was proclaimed Sultan in succession to his father on September 7th, 1895. His reign of 31 years has been marked by great developments in the state, and he is a forceful personality who takes a keen interest in the progress of Johore. The day was observed as a holiday in Johore in memory of the anniversary of the death of the late Sultan Abu Bakar. The usual distribution of food was made at the Mosques.

Y.M.C.A. NOTES.

ARRANGEMENTS FOR THE WINTER PROGRAMME.

VARIOUS COMMITTEES ELECTED.

The coming winter session at the European Y.M.C.A., Kowloon, promises to exceed in interest, variety and attraction that of the brief session held at the close of last winter, following the opening of the new Y.M.C.A.

The complete programmes for the session have not yet been drawn up, but so far as they have progressed it can be seen that they will contain plenty of matter that will appeal to every taste, both for members (resident and non-resident) and also for visitors, who will find a warm welcome awaiting them if they choose to attend on the special evenings to be held during the winter.

Some of the meetings called for the purpose of considering future activities have already been held and others are fixed for this week.

Literary and Debating Club.

A meeting of members of the Literary and Debating Club was held on Tuesday last when the following were nominated for Committee:—Rev. J. H. Johnston, B.A., Mr. T. Y. Harmon, Mr. Jas. Patrie, Mr. P. Sands, B.A. (ex officio), and Chairman of Committee, Mr. A. S. D. Cowland.

It was decided that the first event should be a dinner with a toast list. This proved very successful last season. A debate is to be held once a month, and popular talks by speakers expert in their subjects are to be arranged monthly.

Social Activities.

At another meeting last week the following were nominated for the Social Committee:—Mr. H. J. Fountain, Mr. J. C. Long, Mr. G. Sewell, Mr. Greenhalgh, with Chairman of Committee, Mr. W. L. Pattenden.

The programmes for the coming season was fully considered and many suggestions made. The Committee was asked to arrange weekly sing-songs. The popular Ladies' Night will be continued, and there is every indication of a strong social programme being carried through this season.

Dramatic Club.

A Committee meeting of the Dramatic Club has been held, at which plays were considered. A general meeting will be held on Monday next.

Bathing Party.

The moonlight bathing party was held on Thursday, September 23rd, and, consisting of 60 members and lady friends, proceeded to Island Bay by launch. 'Twas a perfect night, bathing good and the company enjoyable.

Outdoor Sports.

The meeting to consider outdoor sports will be held to-morrow at 8.45 p.m. All members interested in sports are requested to attend. The Committee will be nominated and the programme considered.

A general meeting for the Library will be held to-night at 8.45 p.m.

OBITUARY.

SIR SASSOON DAVID.

FOUNDER OF MESSRS. S. J. DAVID & CO.

News was received by telegram in Hongkong yesterday of the death at Bombay of Sir Sassoon David, Bt., K.C.S.I., head and founder of the well-known Far Eastern firm of Messrs. Sassoon J. David & Co., Ltd.

Sir Sassoon David was born at Bombay in December, 1849, and was the son of the late Mr. J. David, a prominent member of the Jewish community and one of the first to go to Bombay. Following the completion of his education, the deceased joined the firm of Messrs. E. D. Sassoon & Co., then doing business with China, and he spent some years in China and was eventually a partner in the firm. He stayed for a considerable time in Hongkong in its early days and also in Shanghai. In 1885, he started his own firm and became agent of the David and Standard Mills and was soon the leading cotton yarn merchant of Bombay. The firm opened branches throughout the Far East, confining its business principally to cotton and cotton yarn, and it has for many years been one of the leading firms doing this class of business.

The deceased gentleman has held many high offices. He was Chairman of the Mill-owners Association in 1904; was Sheriff of Bombay in 1908; was for several years a Government nominee on the Bombay Municipal Corporation; was President of the Corporation in 1921-22; was a Director of many public companies and was on the committee of several charitable organisations. In 1909 he had the honour to be a Member of the Viceroy's Council; he was made a Knight in 1905 and created a Baronet in 1911. He was further honoured by being created a K.C.S.I. in 1922. His heir is Percival Victor David, who was born in 1892 and who is a Barrister-at-Law.

The local office of the firm in Hongkong has been closed yesterday as a mark of respect at the passing of its founder.

[THROUGH REUTERS' AGENCY.]

BOMBAY, September 25th.
The death is announced of Sir Sassoon David.

SIR W. HYNDMAN JONES.

Sir William Hyndman Jones, formerly Chief Justice of the Straits Settlements, died at Bournemouth on August 20th after a short illness. He was 79 on August 9th last. The son of Mr. W. H. Jones, of Dennerah, he was educated at Marlborough and at Trinity College, Cambridge, where he took his LL.B. degree. Shortly after being called to the bar by Lincoln's Inn he was appointed a Commissioner to inquire into the Barbados police force. Later on he held in succession various legal and administrative posts in St. Lucia, Tobago, Grenada and Jamaica. In 1896 he was appointed a Judge of the Supreme Court of the Straits Settlements, and there he enhanced his reputation for ability and industry. In 1906, when the growing prosperity of the Federated Malay Straits necessitated a reorganisation of the judicial system there, he was appointed Chief Judicial Commissioner. While holding that office he drafted, at the request of the local Administration, new codes, which have since formed the basis of the whole judicial system in the Protected Malay States. Within a year the Chief Justiceship of the Straits Settlements fell vacant, and Jones was appointed to it receiving at the same time the honour of knighthood. He retired in 1914. On the Bench Sir William was dignified, courteous, and considerate, and was held in high esteem by the whole Bar of British Malaya. He leaves a widow, but no children.

Admiral Sir R. H. Harris.

Admiral Sir Robert Hastings Harris died on August 25th at Ilverton, near Plymouth, at the age of 83. He had a sea career extending over 52 years, ending in 1903, when he was retired on reaching the age limit of 65. He saw service in every executive rank, and was actively concerned in the naval operations during the Cretan troubles of 1897, and during the South African War in 1899-1901, when he was Commander-in-Chief at the Cape. In the 'seventies he was in command of the gunboat *Etla* in China waters, and at one period was Flag-Lieut. to Admiral Sir Vesey Hamilton on the old *Albatross*.

Mr. G. Heath Clark.

The death of Mr. Charles Heath Clark occurred at Trusters Hill, Albourne, Hasocks, Sussex, on August 30th. Mr. Clark, who was 55 years of age, joined the firm of Harrisons and Crossfield in 1881, became a partner on January 1st, 1894, and was chairman of the present limited liability company during the periods 1911-1919 and 1922-1924. Although essentially a tea man, Mr. Clark took a deep interest in the development of the rubber plantation industry, and at the time of his death was on the boards of many of the Harrisons and Crossfield group, having been chairman of the United Serdang, Bah Lias, Sialang, and Tandjong Companies, and a director of Anglo-Malay, Lunava, Malayanam, and the Rubber Plantations Investment Trust. Croydon at one time honoured Mr. Clark by electing him Mayor.

Mr. Oliver Robert Coles.

Mr. Oliver Robert Coles, H.B.M. Consul at Changsha, China, whose death was recently announced, at the age of 46 years, began his career as a student interpreter in China, at the age of 21, and in 1905 was appointed Assistant in the Chinese Secretary's office at Peking. In 1911-13 he served as Acting Consul at Wuchow, and was promoted Consul at Tengyueh in April, 1919.

THE YANGTSE.

THE WANHSIEN VICTIMS.

[THROUGH REUTER'S AGENCY.]

LONDON, September 27th.
 Reuter learns that the s.s. *Wanhsien*, one of the two British steamers handed over by the Chinese, had aboard the bodies of Commander Darley and two British sailors who were killed in the Wanhsien engagement.

FENGTIEN REINFORCEMENTS FOR WU PEI FU.

PEKING, September 28th.
 General Chih Shih Yuan, who returned to Changshien yesterday evening from the conference of Fengtien authorities at Peking, will probably proceed to Chengchow shortly to consult with Marshal Wu Pei Fu about sending Fengtien reinforcements southward.

THE LONDON MAIL VAN SENSATION.

FOUR MEN ARRESTED.

LONDON, September 27th.
 Following an all-night vigil a Scotland Yard flying squad raided a house at Finsbury Park and detained four men in connection with the mail van robbery mentioned yesterday.

Three bags of registered packets were collected at Hutton Garden Post Office, the centre of the London diamond market, before the van went to Smithfield, and many of them contained gems posted by diamond merchants.

LATER.
 The four arrested men were subsequently released, witnesses being unable to identify them.

COTTON PRICES.

PROGRESS WITH MANCHESTER CONTROL SCHEME.

LONDON, September 27th.
 Further progress in the Manchester scheme of a Cotton Yarn Association Limited is that application forms and ballot papers for the election of Directors have been sent out to 238 mills, spinning American cotton.

The Association's capital will eventually be £200,000, and twenty Directors will be elected.

DISARMAMENT PROBLEM.

UNITED STATES POLICY.

GENEVA, September 27th.
 The United States' attitude towards disarmament was detailed by the American delegate, Mr. Gibson, in the course of a discussion by the Preparatory Commission of the Disarmament Conference, he denying that the United States was obstructing the work of the Conference and declaring that land armaments were more susceptible to limitation by regional agreements. However since the Washington Treaty did not embrace all classes of vessels, further steps might be taken to limit the competitive building of types of vessels not covered thereby. Finally successful limitation could be achieved by the isolation of as many concrete problems as possible and the direct practical treatment thereof without awaiting for details of abstract principles applicable to all armament problems.

Viscount Cecil paid tribute to the United States' co-operation.
 Mr. Boncour stated that France preferred general disarmament, but, if that was impossible, she would agree to regional disarmament, but, if that was impossible, she would agree to regional agreements.

A CLARION CALL TO FRANCE.

THE PREMIER'S APPEAL.

PARIS, September 27th.
 A clarion call to the country to unite its efforts and labour energetically for the country's recovery, was uttered by M. Poincaré, in a speech at the Council General of the Meuse, declaring that an impression of lack of resolution would be unfavourable both in France and abroad. He laid down as alternatives an imminent catastrophe and a period of severe sacrifices. He said he had never pursued a policy of resentment and hatred toward Germany and was ready to attempt reconciliation, provided such an attempt did not clash with France's Treaty Alliances nor cast doubt on the Imperial German Government's war responsibilities. France would do her utmost to provide for distressed humanity a less sombre future than in the past, but she neither was ready to sacrifice her contractual rights nor slacken her vigilance.

ESPIONAGE CHARGE.

RUSSIAN COURT ARRESTED.

WARSAW, September 27th.
 Military police have arrested Count Schuravlov, an ex-officer in the Russian Imperial Guard, and once employed at the Polish War Office, on a charge of espionage on behalf of the Soviet Government. The Count is well-known socially.

A 14,000 MILE AEROPLANE SURVEY.

MELBOURNE, September 27th.
 Group Commander Williams left here on Saturday on 14,000 mile aeroplane survey of the Pacific Islands.

FOUND MENTALLY DEFICIENT.

BREX, September 27th.
 The Federal Council has decided to deport the Russian named Grindberg, who made threats against the Austrian delegates. It is stated that the man is mentally deficient.

COAL DISPUTE.

DEBATE IN THE HOUSE OF COMMONS.

PRIME MINISTER'S STATEMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, September 27th.
 Parliament re-assembled to-day, for the purpose of renewing the Emergency Regulations in connection with the coal stoppage.

In opening the proceedings in the House of Commons, Mr. Baldwin moved that Government business should have precedence for the remainder of the Session, which despite Labourite opposition was carried by 237 votes to 123.

There were subdued hisses from the Opposition benches and Ministerial cheers, as Mr. Baldwin began his statement on the coal situation. The Premier emphasised the singular inability of the coal industry to settle its own affairs, and the disposition of both sides to look to Parliament to extricate them from their difficulties. He alluded to the Samuel proposals, which were turned down and said that if the men had accepted them, the Government would have used its whole strength to secure their adoption, but when the offer was turned down he felt almost as if the last chance of an agreed peace had vanished.

Mr. Churchill's Offer.

Mr. Baldwin thought the owners made a grave mistake in declining Mr. Churchill's recent invitation to a tripartite conference. (Opposition cheers.) They acted stupidly and with lack of courtesy to the Government. He declared that the miners' recent offer to recommend a certain reduction in wages was the first definite move they had made and the Government was most anxious to examine it, but he thought it was impossible to get the pits opened unless the proprietors knew what terms they would have to pay, whereas in discussing terms with the miners, the Government was unable to get the question of the flexibility of hours considered.

"Lamentable Folly."

In the circumstances they had got pretty well to the end of their powers of mediation. Their efforts had failed. Nevertheless, although their last proposals had been rejected they were willing to let them stand for a short time further.

The Premier finally detailed the financial loss, not only the direct cost, but also the public assistance granted to unemployed, in consequence of which rates became involved with the debt which bore on every industry. This was one more proof, as the whole past 21 weeks was a proof (where the men had practically come to a point-to-day which if they had reached it at the beginning, we could have had a settlement) of the lamentable folly of the method of trying to settle disputes, which give satisfaction to nobody, except to a small minority which hoped to thrive on the unhappiness of the country.

Labour Leader Denounces The Government.

Mr. Ramsay MacDonald criticised the Government's failure to insist on a national agreement. "The Government has never played a straight hand," (Loud Labour cheers.) He declared that if miners, some weeks hence—perhaps some months in some places—descended the pits again, shepherded by despair and starvation, the owners would have to thank the Prime Minister for his assistance. But what had happened would not be a sign of triumph but would increase hate and banish hopes of peace and goodwill. Let the Government reconsider its position, for there was no sign of a serious breakthrough, for a sign of peace.

Mr. Lloyd George's Views.

Mr. Lloyd George argued that if the owners had rejected the terms which the Government considered fair, the Government's duty was to take the necessary steps to re-open the pits under the Emergency Regulations.

Mr. Churchill denied that the Government had in any way changed its policy. On the contrary he wrote to Mr. Baldwin on September 26th suggesting that in the event of the owners refusing to conduct national negotiations, the miners would be advised to recommend the men to begin district negotiations, and the Government would deny the indulgence of the Eight Hours Act to any pit not conforming with certain conditions. The Chancellor emphasised that the Government did not intend being led into a course of action approximating to even a temporary nationalisation of the mines. There was a definite means of putting pressure on the owners and, if that failed, there was a means of assuring the miners something in the way of a national structure, namely, the Appeal Tribunal, also insuring that the settlements were reached from the viewpoint of fairness and co-ordination by an impartial independent tribunal.

Mr. Churchill And The Miners' Proposals.

Mr. Churchill did not think that the miners' proposals armed the Government with the weapons of economic truth which they required for a solution of the problem, but he in no wise underrated the importance of those proposals, which would have prevented the stoppage and saved a loss of from 40 to 50 millions sterling to industry. The Government's new proposals, if accepted, would end the dispute because when the district negotiations were begun and there was a widespread resumption of work, the Government would be bound to produce Legislation.

BRITISH WIRELESS REPORT.

RUSSIA, September 27th.
 In the course of his speech, the Premier said that the coal industry had, for some years past, shown a singular inability to settle its own problems. That very inability had brought into the field a political element which had helped in keeping alive the feeling of uncertainty which prevented the industry settling down.

He was convinced that Parliamentary intervention had its danger in that it took away from those in the industry a sense of outward responsibility. Generally speaking, the Government had endeavoured to assume the attitude of mediator and negotiator, rather than that of a direct participant. The Premier reviewed the history of the present dispute, and, coming to the latest phase, he referred to the fact that Mr. Churchill had acted for him during his absence from the country. He was in daily communication with Mr. Churchill and he thought Mr. Churchill and his colleagues had handled a very difficult situation with skill and zeal. He would leave Mr. Churchill to tell his own story. He mentioned, however, that Mr. Churchill, upon being requested to call a tripartite conference, issued invitations to such a conference. The miners accepted and the owners declined. He thought the owners made a very grave mistake and acted with stupidity and want of courtesy to the Government. In the discussions which took place after his return from France, he and his colleagues had made proposals with the object of seeing whether there was any possibility of getting a form of national agreement, which might be possible of acceptance after this long time by both parties. They had offered to set up a National Appeal Tribunal to which, after district settlements had been reached these might be referred for revision. The miners in reply had submitted counter-proposals, in which they made a first definite move after four months. They said they were prepared to recommend certain reduction of wages, but they showed no flexibility on the question of hours. The Government's efforts had failed, but although its proposals had been rejected it was perfectly willing that those proposals should stand for a short time yet.

The Tri-Partite Conference.

Mr. Ramsay MacDonald, Labour Leader, pointed out that when on September 3rd the Miners' Executive wrote a letter to Mr. Churchill asking Government to convene a tripartite conference and declared themselves prepared to negotiate for a National Agreement with a view to a reduction in labour costs the Government published, simultaneously, a *communiqué* declaring that the miners' letter constituted a basis sufficient to justify them in asking the Coal Owners' Association to resume negotiations. The miners' letter was written because, as a result of informal conversations, it was known that with it, this Government communication would be issued giving the position of the Government. The Labour Party, which had taken part in the preliminary informal conversations, felt that they had got things moving at last. But Mr. MacDonald suggested that Mr. Churchill eventually found that legislation permitting an Eight Hours Day stood in the way of a national agreement. By the Eight Hours Act, the Government had committed themselves to the coalowners against a national agreement, and in favour of creating a position that would result in local break-away. The Government were, therefore, unable to bring pressure to bear on the coalowners in favour of a national agreement, unless they abrogated the Eight Hours Act. Mr. MacDonald proposed that the Government should pass a Bill, of one clause, declaring that the Eight Hours Act should not come into operation until an appointed day. He declared it would knock perhaps two months off the duration of the coal dispute.

Mr. Lloyd George And The Owners.

Mr. Lloyd George, the Liberal Leader, said the Government had not pursued a consistent course. Mr. Churchill had been forced by a pressure which would be guessed at to go back upon the proposals which he himself brought forward. But the plan was to allow Mr. Churchill to get along with the negotiations which he had begun. The miners had put forward proposals, which the Premier had described as being of a character which, if they had been made months ago, would have ended in an honourable settlement. Mr. Churchill had described these proposals to the coalowners as affording a fair basis for negotiations. The miners had gone very far. The owners had rejected these proposals in toto. If the mine owners rejected terms which the Government, acting with full responsibility and on behalf of the community as a whole regarded as fair and just, then he certainly thought that the Government ought to have gone over the owners' heads.

Mr. Churchill's Defence.

Mr. Churchill said the Government had not promised the miners a national agreement. The Government pressed the coal-owners to enter into a three-cornered conference and he did not consider that it would have been possible to have pressed them more strongly than the Government did. In his opinion, there was not any vital difference between the miners and the owners on several of the most important national principles which should govern the settlement. There was reason to believe that the Miners' Federation themselves while adhering most strongly to the principle of a national minimum percentage, were prepared to consider variations of that percentage, which would meet the case of districts where peculiar conditions prevailed. "I am told," said Mr. Churchill, "that I have been abandoned and humiliated, and thrown over. I am not in the slightest bit conscious of the truth of any of these statements." There was no such charge that there was disagreement between himself and the Prime Minister. Their policy was exactly the same. He did not believe all these negotiations had prolonged the dispute, as was said, but that rather they had tended towards a settlement. If the owners had accepted the invitation to come into a conference, they would have found out exactly what the miners meant by being willing to consider a reduction of labour costs and whether they were willing to face the economic facts of the situation. The result would have been that they would have got a perfectly clear situation. If there have been any prolongation of the dispute through the negotiations, it was (Continued on next column.)

FRANCO-GERMAN RELATIONS.

M. POINCARÉ FRIENDLY TO THE NEW GERMANY.

GERMAN PRESS COMMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, September 28th.
 "Mocarno policy and its offspring. M. Briand and Dr. Stresemann's conversations are gradually moving from the plane of sentiment to a plane of practical realisation." This is the *Gaulois* comment on M. Poincaré's speech at Barledeu yesterday, in which he declared that France would be ready with attempts towards a rapprochement with Germany provided it was compatible with France's treaties and alliances. He would not allow the responsibility of the Imperial Government for the war to be called in question and this was justified by the decisive proofs of German material and moral disarmament.

Meanwhile, German Press comment on M. Poincaré's speech at St. Germain is generally moderate.

The Right newspapers reject his demand that the Germany of to-day should disavow the Germany of yesterday; but the Liberal Press emphasises that M. Poincaré for the first time acknowledged the existence of a new Germany, to which he was ready to stretch out the hand of reconciliation.

BERLIN, September 27th.

Newspapers have strongly resented M. Poincaré's speech at St. Germain. The *Tages Zeitung* says that the speech shows M. Poincaré to be the same "old mischief-maker and hypocrite."

The *Kreuz Zeitung*, the organ of the Prussian Right, asserts that M. Poincaré was chiefly responsible for the world war, and adds that the question of war guilt affects the honour of all Germans. The *Boersen Zeitung* remarks that it would be foolish to deny, after M. Poincaré's speech, that the war guilt lie was now, as always, the obstacle to Franco-German reconciliation. The *Berliner Tageblatt* refuses to take the speech too seriously and is convinced that the policy of M. Briand and Dr. Stresemann is the right one and will be supported by the vast majority of Franco-Germans.

HOME FOOTBALL.

LEAGUE AND CUP RESULTS.

[THROUGH REUTER'S AGENCY.]

LONDON, September 27th.
 The following are the results of matches played in England and Scotland to-day:

Division I.

Derby C. 1, Sheffield Utd. 0.

Division II.

Port Vale 3, Southampton 1.

Preston 2, Wolverhampton 0.

The matches omitted from yesterday's cable resulted as follows:—

Barnsley 0, Notts Forest 2.

Chelsea 2, Fulham 2.

Darlington 4, Reading 2.

Division III. (Northern).

Chesterfield 4, Ashington 1.

Walsall 0, Wrexham 1.

Scottish League.

Aberdeen 5, Kilmarnock 1.

Glasgow Cup Semi-Finals.

Rangers 1, Queen's Park 1.

Celtic 3, Partick T. 1.

[REUTER'S AMERICAN SERVICE.]

THE TRANS-ATLANTIC AERIAL VENTURE.

INQUEST ON THE VICTIMS.

NEW YORK, September 28th.
 At the conclusion of the inquest on Islamoff, the Russian mechanic, and Clavier, the French wireless operator, who were incriminated in the wreck of Fonck's aeroplane, the District Attorney declared that the wreck was an unfortunate accident with no culpable negligence on the part of Fonck or anyone connected with the venture.

U.S. RAILWAY SMASH.

NINE DEATHS.

WASHINGTON, September 27th.
 A message from Bethlehem, Pennsylvania, says that six were killed and 25 injured, when a Leigh Valley Railroad express was struck by a Central Railroad of New Jersey train at a crossing.

It is now reported that nine persons were killed in the train collision.

entirely the fault of the coal-owners, who had not accepted the considered invitation of the Government. He could quite understand the feelings of provocation on the part of the owners, after the losses they had suffered and the feelings they had had, over all these years that national negotiations had been the cause of friction, but it was a serious thing for any body of citizens to show so little respect to the lawfully constituted Government of the country in a matter of this kind. He did not advocate a national settlement as against district settlements. What the Government wanted was a good and fair settlement, and he indicated that any settlement in the long run would have to be a compromise between national and district settlements.

COPING WITH THE HOARDERS.

THE BANQUE OF FRANCE'S NOTABLE ACHIEVEMENT.

BIG RESPONSE.

[THROUGH REUTER'S AGENCY.]

PARIS, September 28th.

The Banque of France's offer to purchase at enhanced prices French gold and silver coinage, which had disappeared from circulation owing to hoarding, had a remarkable response. Crowds, largely of women of the peasant class, literally besieged the head office of provincial branches all day long, eager to exchange treasured Louis d'Ors at the rate of nineteen francs, seventy-five centimes per gramme of fine gold and francs at fifty-nine centimes a gramme. Twenty franc gold pieces were paid out at 114 francs seventy centimes in paper and francs at two francs, forty-five centimes.

THE MURDER ON THE "TALAMBA."

FURTHER EVIDENCE TAKEN IN DEPORTEE TRIAL.

CASE FURTHER ADJOURNED.

The hearing was continued before Mr. J. H. B. Nicholl, at the Kowloon Magistracy yesterday afternoon, of the case in which a deportee is charged with the murder of a fellow deportee on board the s.s. *Talamba*, in which ship the defendant, the deceased and others were being deported from Singapore to China.

Mr. T. M. Hazlerigg (Assistant Crown Solicitor) prosecuted, and the defendant was unrepresented.

At a previous sitting, another deportee who was one of the four including the defendant and deceased allowed on deck to draw water on the day in question, gave evidence to the effect that the defendant suddenly attacked them while on deck and inflicted the fatal wound in the chest of the deceased. The defendant alleged that acting in self defence, he attacked the others with something he was able to grasp.

Indian Guard's Evidence.

The first witness called yesterday was Harif Singh, one of the Sepoys of the Straits Settlements Police Force who acted as guards on the Chinese deportees. He said it was the custom to allow troops of the deportees—not more than six at a time—to go on deck to draw water. At noon on September 26th, he was on duty at the door of the place where the deportees were confined and saw the defendant, the deceased and two others each carrying a kerosene oil tin going up on deck to draw water. Witness could not and did not see the trouble among the four men on deck and first heard of it when the corporal shouted out "Chinese fighting among themselves" about ten or fifteen minutes later. Witness did not leave his post as he had another deportee by his side. Cross-examined by defendant, witness replied it was not the custom to allow only one man at a time to draw water. Another sepooy gave similar evidence and the case was adjourned to Friday at noon.

THE "PRESIDENT GARFIELD."

PASSENGERS ARRIVING AND DEPARTING.

The around-the-world Dollar liner s.s. *President Garfield* arrived in Port yesterday from New York via ports and Shanghai. She is on her ninth trip around the world, and leaves Hongkong for Manila in continuance of her trip to-day at 5 p.m. There was an unexpected passage from San Francisco. The vessel slowed down to avoid running into Monday's typhoon and this caused her delay in arrival here, the liner being originally due on Monday.

For Hongkong the *President Garfield* fourteen passengers and 1,000 tons of cargo, together with a small consignment of mail (21 bags).

The passengers disembarking here included:—

Mr. Johnstone, of Dodwell & Co., Hongkong, from Shanghai.

Dr. and Mrs. Michael Lau, on world tour, but stopping over in Hongkong.

Passengers in transit include:—Major Philip German, wife and son, of Manila.

For Penang, Mr. C. Alma Baker, with wife and daughter. Plantation owner in Malaya States and well-known sportsman.

Passengers embarking on the vessel from Hongkong include:—Mr. and Mrs. Peck. Mr. Peck is Secretary to Mr. J. V. A. MacMurray, the United States Minister to China, who is at present on a visit to Canton.

[Mr. MacMurray proceeds to Manila on Friday by the s.s. *President Wilson*.]

Dr. Scove and Dr. and Mrs. Green, of San Francisco, will also be passengers on the *President Garfield*, and will make the trip around-the-world.

HIGHWAY ROBBERY.

RELIEVED OF HIS MONEY.

CHINESE SET UPON AT TSUN WAN.

A report of how he was attacked by highway robbers near Tsun Wan and relieved of all his money, a small amount, has been made to the police by a Chinese fisherman of Shek Wan.

The man stated that on Sunday he came to Hongkong from Shek Wan, Castle Peak, to collect \$37.50 from a fish dealer at the Central Market. He slept in the Shui Kee shop, Des Vaux Road, on Sunday night, but on Monday morning crossed over the harbour to Yau-mat. As there were no buses running, owing to the typhoon, he decided to walk to Castle Peak where his wife had arranged to meet him. When near Shek Wan, Tsun Wan district, at 2.30 in the afternoon, two men and four boys ran after him. One of them shouted to him to stop, which he did. One of the men was armed with a chopper, and he called out "you were in possession of arms and I wish to search you. If you don't let me I will strike you with the chopper." At the same time the fisherman was seized by the arm, and his leather purse containing the \$37.50 was stolen from his belt. His assailants all ran away in the direction of Shek Wan.

THE FEAST OF ST. THERESA.

CELEBRATION AT THE ROMAN CATHOLIC CATHEDRAL.

The feast of "The Little Flower" St. Theresa of the Child Jesus—who was canonized last year—will be solemnly celebrated in Hongkong at the Roman Catholic Cathedral to-morrow (Thursday).

The countless number of favours received through the intercession of the Young Saint, writes a correspondent, go to prove that the promise she made of spending her time in heaven in sending a shower of roses on earth is faithfully carried out. This may also account for the great popularity of the "Little Flower" whose short span of life on earth is well within living memory.

The celebration of the feast will consist in a solemn High Mass to be sung at 7.30 a.m. and a solemn Holy Hour with sermon and Benediction from 5.30 p.m. to 6.30 p.m.

Special music under the direction of Rev. Fr. A. Riganti will be sung in the morning as in the afternoon services.

The decoration of the Altar of the Saint is in the hand of the ladies of the new "Association of Saint Theresa of the Child Jesus."

THE QUEEN'S THEATRE.

"SEVEN KEYS TO BALDPATE."

FAST MOVING COMEDY TO-DAY.

When you have seen Douglas MacLean in the "Seven Keys to Baldpate," which opens at the Queen's Theatre to-day, don't tell your friends how the story ends.

That is the request the management of the Queen's Theatre makes of its patrons while the stellar comedian and his thrillingly funny farce are the feature attraction.

Although "Seven Keys to Baldpate" cannot be classed as a mystery play in the sense that "The Bat," "The Thirteenth Chair" or "The Cat and the Canary" are mysterious, the unusual story twist at the conclusion of this MacLean comedy contributes to the suspense and the enjoyment of the spectators, and the management is anxious to extend this to their patrons.

In choosing this famous George M. Cohan farce for his first picture for Paramount, MacLean selected one of the outstanding stage successes of the past decade. Frank Griffin and Wade Boteler, who wrote the screen story from George Cohan's play and Earl Derr Bigger's widely read novel, have retained all the original elements including the surprise finish which delighted stage audiences.

Supporting Douglas MacLean in this fast-moving comedy melodrama are such well known players as Edith Roberts, Betty Francisco, Anders Randolph, Crawford Kent, Ned Sparks, William Ormande, Edwin Sturgis, Fred Kelsey, Mayme Kels, Fred Newmeyer, who was responsible for the direction of "Grandma's Boy," "A Sailor made Man" and "Safety Last," directed "Seven Keys to Baldpate."

"Seven Keys to Baldpate" will be shown again to-morrow, while on Friday there will open, and continue to Saturday, the picture everyone has been anticipating for the past week or two. "The Black Pirate," with Douglas Fairbanks as the pirate chief carrying out a vow of vengeance on other pirates for capturing his father. The picture is all the more interesting, as it is produced in the Technicolor process, and many of the scenes are strikingly beautiful.

Next week we have "Madame Sans Gene," with Gloria Swanson, and "Forty Winks," a comedy with Raymond Griffiths, showing at our popular picture house.

At the Marine Court yesterday, before Lieut-Commander C. F. Hole, R.N., the mistress of a passenger boat was fined \$6 for carrying eleven passengers in excess of her licence on her junk. She was stopped by a police launch on Sunday.

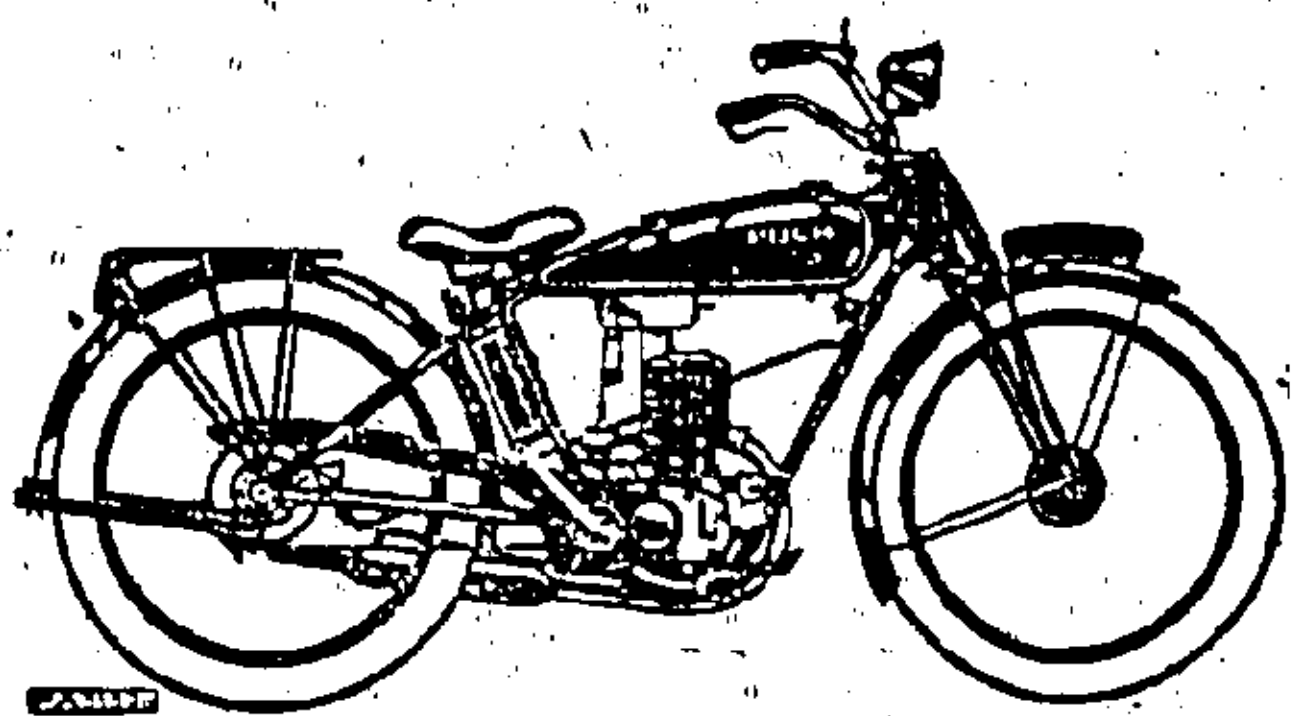
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Series B.

September 29th, 1926.

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[114]

Motoring Notes:

A Weekly

Review dealing with matters of interest to
all local motorists.—The Life of Oil—Air—Filters—Trans-
mission Systems—Petrol 'Buses.

[BY AN OWNER-DRIVER.]

Many an owner of a car neglects the very important factor of changing the lubricating oil at fairly frequent intervals. How some of the local "pirate" cars manage to function at all is a mystery. By all the laws that experienced engineers write down in the text-books the engines of these pirate cars ought to revolt, after a month or two of the treatment that they receive. They don't.

Of course, Nemesis arrives at last. An internal combustion engine is often patient. It will stand a good many insults. At last, however, it hits back at the owner who is negligent and "penny wise and pound foolish."

CONTAMINATION.

Lubricating oil becomes contaminated in time. The three chief causes of contamination are:—

(a) Little particles of dust and dirt are drawn in with the air through the carburettor. It is worth noting that some of the more recent cars have an efficient air filter. It is possible that there will be considerable improvements in this matter, but for the present it must be recorded that air does take in dirt and dust—very fine particles—as it goes through the carburettor and the engine cylinder.

(b) When oil is exposed to high temperatures—and the temperature of the exploded gases in the cylinder of an internal combustion engine is in excess of that required to melt cast iron—then the oil partially decomposes. Carbon and gummy deposits result. Some of this soon gets into the lubricating oil and makes it dirty.

(c) Particles of water are condensed from the exhaust gases. In this local humid climate the air often is saturated—it contains so much water in suspension that it cannot absorb any more.

When this air is drawn into the engine cylinder it is exploded with the petrol gas, at these high temperatures there is no question of condensation. But if any of the exploded mixture gets a chance to cool and get near to the lubricating oil it will leave water with the oil. And that is what is not wanted—quite the reverse.

A STREAM-LINE FILTER.

An invention by that versatile scientist, Dr. Hele-Shaw, is named the stream-line filter.

Its purpose is to clean the lubricating oil. The filter can be fitted to the engine. All of the oil does not pass through it on its passage through the engine oil circuit.

A small portion of the oil is "shunted" through the filter, but the arrangement is made that the entire contents of the pump is passed through the filter in an hour.

OIL CONSUMPTION.

This looks rather bad for the big oil companies who sell millions of gallons of lubricating oil each year to motorists. To give them their due, however, the big oil companies are broad-minded. They encourage anything that will make their customers more contented.

Of course, other types of oil filters have been used. But this Hele-Shaw invention is using a new principle.

It may not be all that is claimed for it. Reliable experts have tested it and say that, after filtration, the oil is actually improved as a result of running.

Incidentally it may be mentioned that Dr. Hele-Shaw was one of the early pioneers of motoring. He has had a romantic career. For the last twenty years or more he has had an office in Victoria Street, Westminster.

That office might almost be called an invention factory! This great scientist has all his new ideas made into works drawings in that office.

HYDRAULIC TRANSMISSION.

Perhaps he is best known because of the Hele-Shaw clutch, but he has devoted a great deal of time to the problem of hydraulic transmission.

The idea is to get away from the present form of mechanical transmission of power from the engine to the car-wheel. Other enthusiasts have made many experiments with electrical methods of transmission. None of these inventions has yet proved itself better than the methods that have been in use for thirty years. It is, however, almost certain that there will be some change because, reliable as is the present system, it is not mechanically perfect.

PETROL 'BUSES.

It is abundantly evident that motor-buses are popular in Hongkong as a method of transport.

It is also very much to the benefit of the public that the local traffic authorities have insisted that good body work and reliable vehicles shall be used, at any rate in Hongkong and Kowloon.

It is probable that some of the old 'buses will do pioneer work in other places in South China. Meantime data about running costs is being accumulated.

It is many years ago since the writer visited Newcastle on Tyne and some "Geordie" may correct him if his memory is defective. He thinks, however, that Newcastle is hilly, although not so bad as San Francisco where there are streets that surely are much steeper than Garden Road at its worst.

FIGURES CONVINCE.

The Newcastle Corporation have been running petrol buses for rather less than two years. They are said to be able to operate them for two-pence a mile less than the cars formerly in use.

The modern vehicles have, usually, 28 seats, and are pneumatic tyred. The old fleet had solid tyres—bad for the roads and bad for the passengers.

The working costs on the old vehicles came to about 13d. a mile, but the modern and more comfortable buses run for about 10.4d. a mile.

It is of interest to notice that of that total running costs—excluding tyres—comes to 3.2d. per mile. That includes fuel and lubricating oil.

Repairs 1d. a mile. Administration expenses work out at less than a penny a mile.

It would be of great interest to know how much it costs to operate buses in Hongkong. Whatever the cost, the fact remains that they are popular. It is strange that there are no big open sight-seeing cars, for about 20 people, used for circular tours round the New Territory.

That may be another enterprise that will be developed when the Peninsula Hotel is opened.

It is fairly certain that if there were such trips on say, Mondays, Wednesdays, Fridays, Saturdays and Sundays many local residents would book. There are always visitors who would be glad of this form of transport.

Of course, a private party in an open touring car is very nice, but it is more expensive than the sort of thing that Cook's organise in many parts of the world for twenty or more people in one vehicle.

No doubt, in due course, golfers will hire such a vehicle which has many advantages over a train.

THE RULE OF THE ROAD.

An anxious motorist recently enquired whether he had the "right of the road" if he was going up hill and came to a one-way piece of road the passage of which brought him across to the wrong side of the road.

As they say in Parliament, "the answer is in the negative." The rule of the road remains whatever may be the obstruction.

It is, of course, an act of courtesy for a car coming down hill to give way to a car coming up. Remember, it is an act of courtesy. The driver of the car coming up cannot be exonerated if he is on the wrong side of the road in the case of a collision.

The rule of the road is that you must keep to the left. When you go across to the right in order to pass a vehicle—or to avoid an obstacle in the road, you must take all the consequences of being on the wrong side of the road.

Of course, the considerate driver who is coming down hill will put on his brakes and signal you to come through if you are climbing a hill and there is a one way passage on your right hand side.

You must not, however, assume that he will do so. It is an act of courtesy on his part. It deserves a "Thank You" as you pass him.

THE WARNING.

It is always advisable to use the hooter when you are going over to the wrong side of the road. It is also a good plan to put out a hand as a warning.

Along congested roads such as in Wan-chai it is almost excusable to have a "cut out" on the exhaust pipe, which acts as a continuous warning. That is not allowed by law. Perhaps an automatic arrangement for making contact on the electric horn is permissible. A wire connected with a contact on the screen wiper would do. As the wiper swings to an extreme position contact is made and the electric horn sounds.

It is worth noting that the Chief Constable of Carmarthenshire has recommended penalties for "negligent walking."

He says "The absent-mindedness of people who suddenly step in front of an approaching vehicle... is responsible for many accidents." The magistrates in Hongkong would be kept busy if there were penalties for "negligent walking" on the roads of this Colony.

ELECTRIC WAGONS FOR COLLECTING HOUSE REFUSE.

In the tropics it is essential to collect house refuse as rapidly as is possible. Those of us who remember the slow-moving vehicles used in Hongkong a few years ago believe that we did a public service when we ceaselessly advocated the use of motor transport for collecting refuse.

In Sheffield the Cleansing Department operates no less than sixty-nine electric vehicles. Refuse collection is done rapidly with this fleet. In many towns petrol driven vehicles are used. Electric batteries are heavy.

Hongkong, with its hills, is not an ideal place for electric motor wagons. Nevertheless that type of refuse collector has its advantages.

If the house refuse is used in an incinerating plant that generates electric power, the cost of charging the batteries is not great.

STOPPING AND STARTING.

While it is standing idle the electric wagon consumes no power. The Sheffield vehicles consumed, on an average, rather less than two units of electricity for every mile run.

The actual cost of collecting a ton of refuse averaged out at 10s. 2.3d. It was found that when the refuse was collected by horse vehicles the cost was 11s. 4.9d. per ton.

The electric wagons seem to have been reliable as the time lost by accidents, repairs, etc., worked out at 6s. per cent.

When collecting refuse the wagon is continually being stopped and remains stationary for a short period. It is not practicable to be continually stopping and starting a petrol engine so that, with such an engine, fuel is used when the wagon is not moving. That does not happen with the electric vehicle.

THE NEXT INVENTION.

What we are waiting for is a very light and inexpensive storage battery. The batteries now on the market are too heavy for any place that has steep gradients.

The Bury Cleansing Department have published comparative figures which prove that the mechanically propelled vehicle is less expensive to run than are carts drawn by horses.

The cost per ton of refuse collected in Bury with petrol motor wagons worked at 1s. 6d. When horses were used the cost was 3s. 6d.

The use of the motor wagon is rapidly extending in Hongkong. Last week the writer made two trips around the New Territory. It was a surprise to see so many light motor-lorries on the roads.

On enquiry it transpired that a fair price for the hire of a two-ton lorry for a day is twenty-five dollars and for half a day fifteen dollars. That includes everything—driver and fuel.

QUALITY AND PRICE.

The use of motor wagons is certain to become more and more popular. They should prove to be an important factor in developing market gardens in the New Territory.

The essential need is to get the produce in to the town before it becomes stale. The motor wagon is the only method of transport that makes it possible to do that.

One British firm of makers advertises refuse vehicles, cattle trucks, tippers and all lorry types of from one to five tons at prices from £295 upwards. There are cheaper vehicles. In purchasing machinery, however, it usually pays to get good quality in the first place. After some experience of the wear and tear caused by the work done it may sometimes pay to buy cheaper machines. But not often.

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"OCEAN" COMPREHENSIVE POLICY

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WHOLESOME****\$17.00 PER CASE OF
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Or \$3 per dozen including duty delivered to your residence.

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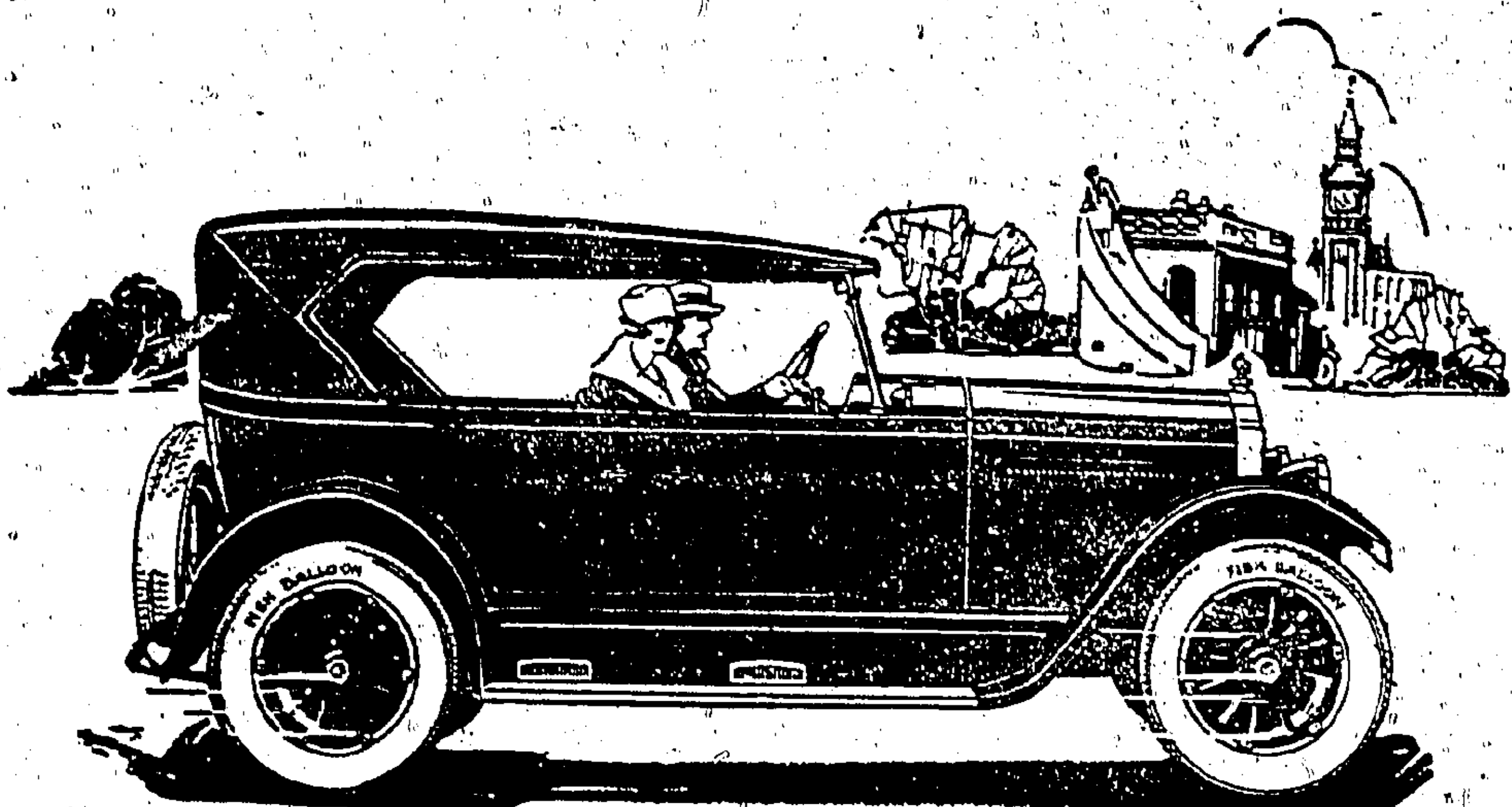
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[129]

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And it aptly sums up this car's truly marvelous performance-ability.

Few motor cars, whatever their cost, are its equal in super-power and speed, or in smoothness and silent running. No other car steers so easily or rides so comfortably. The patented Knight sleeve-valve engine,

the only known motor-car engine that improves with use—and a steering mechanism equipped with 8 Timken bearings, more than any other car built—these are two major superiorities, exclusive with the Willys-Knight, that contribute so immeasurably to the Willys-Knight owner's advantage.

Come, examine this Willys-Knight Great Six. A superb motor-car. A car to satisfy the beauty-sense of the most exacting—the utmost in luxury and comfort ever built into a motor-car.

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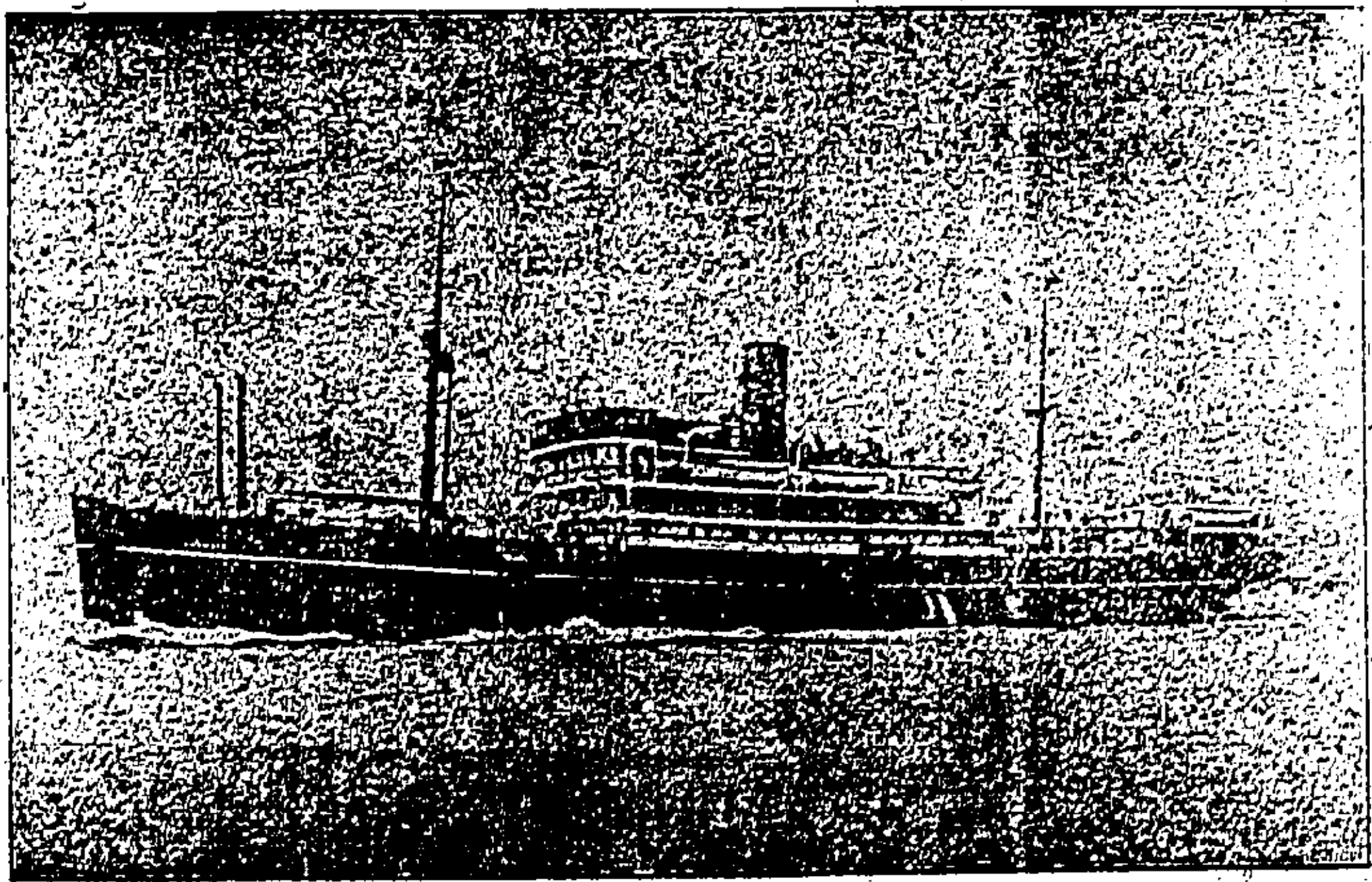
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Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong

TRAFFIC CASES.

CHINESE DRIVERS FINED.

Before Major O. Willson at the Central Magistracy yesterday there were several traffic cases disposed of.

A Chinese car driver, summoned for negligent driving in Garden Road, where he was stated to have cut in front of a number of soldiers on the march, was fined \$15.

Another Chinese driver, summoned for using a private car for public hire, and, further, for speeding at Praya East, was fined \$20. It was stated that there were American sailors as passengers in the car.

In another case, a Chinese driver was summoned for speeding through Whitefield (Bay View District) with a 5 tons lorry.

GAMBLERS CHARGED.

ONE FINED FOR SPITTING IN THE DOCK.

One of twelve gamblers brought before Mr. R. E. Lindell at the Central Magistracy subsequent to a police raid yesterday morning, got into trouble when he spat into the dock behind him.

"His Worship said to the offender:— 'How dare you spit in Court!'"

The man was fined \$5 in addition to another fine of \$5 imposed on the charge of gambling.

Ten other Chinese were fined \$3 on a gambling charge, while a boarding-house keeper in whose establishment the "school" was conducted, was penalised in the sum of \$25.

An absent defendant in the same case forfeited his bail of \$5 which he had deposited with the charge-room inspector.

HAMBURG-AMERICA LINE.

THE Steamship "SAARLAND" having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery can be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 29th September, 1926, will be subject to Rent.

All Claims must reach us by 1st October, 1926, or they will not be recognised.

All damaged Packages will be examined by Messrs. Goddard and Douglas (Marine Surveyors) at 10 a.m. on the 28th September, 1926.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JERSEY & Co., Agents, Hong Kong. Hongkong, 22nd September, 1926. [3890]

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Company's Steamer "REXENOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 28th September.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 4th October, will be subject to Rent.

All Claims against the Steamer must be presented to the Underigned on or before the 18th October, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 28th September, 1926. [4002]

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENVOELICH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underigned on or before the 18th October, 1926, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 10 a.m.

No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, 22nd September, 1926. [3894]

NAVAL INTELLIGENCE.

RECENT APPOINTMENTS.

Changes in the commands of various submarines became operative on August 31st. The command of Group "F" reserve submarines at Portland has passed to Lieut.-Commander H. B. Crane, from submarine L3, in China.

H.M.S. *Ajar*, which is just relegated to the scrap heap, fought at Jutland, and was recommissioned at Chatham in 1924, when she was commanded by Capt. L. W. Brathwaite, C.M.G., who first distinguished himself when he landed with Admiral Seymour's expedition during the Boxer rising.

The following appointment was made by the Admiralty on August 30th:—Lieut.-Comdr. G. E. F. Spicer-Simson, to *Ambrose* (on recomng.), to take passage and duty in Dartmouth.

The following appointment was made by the Admiralty on August 25th:—Wt. Engr. R. L. Rooke, to *Dartmouth* (on completing), for duty on passage out, and to *Hawkins* (on arrival on station).

The following appointments were made by the Admiralty on August 28th:—Lieut. W. D. Brown, to *Tamar*, addl. (on relief), and as assist. to Chief Engr., Hongkong Dockyard (from date of joining). Wt. Engr. R. A. Marsh (act.), to *Castor* (August 27th) and to *Carlisle* (on arrival); Payr. Lieut. A. T. Phillips, to *Tamar*, addl. (October 22nd), and to *Tamar*, addl. for duty in Commodore's office (on transfer of pennant).

The following appointments were made by the Admiralty on August 28th:—Capt. G. I. Coleridge, to *Durban*, in command on recomng. (Nov. 2nd); Comdr. G. C. Cooke, to *Petersfield*, addl. (September 24th), and in command (undated); Sub-Lieut. S. D. Roper, to *Caryfort* (on commg.), for duty on passage to China; and P. Q. Roberts, to *Dartmouth* (on commg.), for duty on passage to China; Payr. Commr. H. Rogers, O.B.E., to *Tamar*, addl. (October 22nd), and to *Tamar*, addl. as Sec. to Commodore J. L. Pearson, C.M.G. (on transfer of pennant).

The following appointments were made by the Admiralty on August 31st:—Lieut.-Comdr. F. E. Chevallier, D.S.C., to *Dartmouth* (N.) (on commg. for troop-trip), and to *Despatch* (N.) (on arrival on station). Lieut. F. Schunck, to *Titanis* (September 6th), to take passage and do duty in *Castor*. Surgeon Rear-Admiral C. M. Beadnell, C.B., has retired at his own request, to facilitate the promotion of junior officers. During his 30 years' naval service he has seen fighting in the Philippines, South Africa, and in the late war he was one of a small party of naval officers sent from the North Sea to visit the trenches.

PASSENGERS.

ARRIVALS.

By the s.s. *Rhexenor*, from Manila, on September 28th:—Mr. and Mrs. W. S. Drake, Mr. and Mrs. P. C. Lee, and Mr. C. C. Sewall.

By the s.s. *President Garfield*, on September 28th:—Mr. W. W. Anderson, Mr. Matthew Biggar, Miss L. Durham, Mr. J. R. Johnson, Mr. T. W. Sher, Mr. T. C. Wu, Mr. L. Wong, Mr. D. C. R. Freeman, Mr. John Dorsey, Mr. Poon I. Poo, Dr. and Mrs. Michael Lau, and Mr. and Mrs. D. C. Morris. Among the passengers passing through on their way to Manila were: Major and Mrs. Philip Carman, Master Carman, Mrs. Marie Rosters, Mr. E. Madden, Mr. C. T. Rossi, and Mr. Emil Reuthing. For Singapore: Mrs. Myron Adams, Dr. J. Allyn, Miss M. Beebe, Mr. and Mrs. W. E. Blodgett, Miss M. Dimmitt, Mr. and Mrs. J. Eakin, Mr. and Mrs. N. C. Elder, Miss S. Johnson, Miss S. Lemmon, Mrs. B. Vaughn, Miss La V. Vaughn, Mr. and Mrs. Harold Young, Mr. and Mrs. J. S. Robinson, Miss Robinson, and Miss May Worthington. For Penang: Mr. and Mrs. C. Alma Baker, Miss V. Baker, and Mr. David Coupar. For Colombo: Miss Gladys Goss. For Alexandria: Mr. L. F. Strickler. For Naples: Mr. R. R. Smith and Mr. C. H. Nelson. For Genoa: Dr. and Mrs. G. H. Allen.

Passengers on the s.s. *Taiyo Maru*, from San Francisco, via ports, on Sept. 28th:—Dr. and Mrs. J. P. Kucher, Mr. E. C. Wilm, Lieut.-Comdr. J. B. Nevill, Mr. and Mrs. J. W. Morton, Mr. F. Gen. Rev. Leon Gracy, Rev. Georges Lazre, Miss J. E. Wendell, Mr. and Mrs. A. Scott, Mr. Low Hin Chong, Mr. Lee Tong, Mr. Lee Sing, Mr. Tsang Wan, Mr. and Mrs. J. H. Weidler, Master J. F. Weidler, Mr. Choek F. Geo, Mr. and Mrs. Wong Koon Yook, Masters Wong Yook (2), Mr. Segundo Ho, Mr. Kim Chow, Mr. Goo Wah Bin, Master See Epin Goo, Master Sen King Goo, Master Sen Hong Goo, Miss See Kuu Goo, Miss See Koo Goo, Miss See Ngo Goo, Mr. K. K. Lee, Mrs. K. Lee, Master E. Lee, Mr. Choy Goo, Mr. Pavel Weill, Mr. Ng Pak, Mr. Ng Sang, Mr. Eurique Chanon, Mr. Luy Leon, Mr. Luy San Wai, Mr. Fan Sen, Mr. Chung F. Gin, Mr. Pedro Luen, Mr. Lorenza Wong, Mr. Chung Fox Leon, Mr. Alfredo Fu, Mr. Esteban Chanby, Mr. Miguel Chau Keong, Mr. Woo Hui Chay, Mr. Leandro Lewlion, Mr. Tan Fook Yau, Mr. Chang Leon Chen, Mr. Tam Fook Jion, Master Ernesto Chuan, Mr. Wm. Henderson, Mr. J. Maloney, Mr. M. Falgui, Mr. Victorino Kilayko, Mr. Felipe Mung, Mr. Chan Choy, Mr. Low K. Leon, Mr. Lau W. Kat, Mr. Eurique Koy, Mr. Chan Tan Chin, Mr. Chan Tan, Mr. E. Goo Chan, Mr. Leon Goo, Mrs. Mary-Lallow, Mr. John L. Robinson, Mr. Paul Hausfmann, Mr. O. Hartig, Mr. and Mrs. Wong Leim Ching, Mrs. Anna Rusakoff, Mr. G. Gregory, Mr. Chim Ching-To, and Mrs. Shim Shee.

Per s.s. *Angara*, for Europe via ports, on September 28th:—Mr. J. Limage, Mr. and Mrs. L. E. Steiner, Mr. J. Johansen, Mr. J. Berge, Mr. and Mrs. Krusi, Mr. and Mrs. A. B. Guillet, Mr. M. Goldsmith, Mr. H. Greenwood, Rev. F. H. Costenoble, Rev. P. Labully, Mr. J. H. Nichorius, Mr. G. Lichtenster, Mr. M. A. Letourner, Mr. J. Ropers, Mr. R. Hareux, and Mr. J. Kerpeff.

HONGKONG SHIPPING.

ONLY FOUR ARRIVALS.

BETTER RETURNS INDICATED FOR TO-DAY.

The effects of the typhoon in delaying vessels from arriving in port were evidenced in the daily statement at the Harbour Office yesterday. For the twenty-four hours ended at 9 a.m. there were only four arrivals, but later returns, no fewer than seven vessels having arrived when the Harbour Office closed.

TONNAGE AND NATIONALITIES.

The tonnage figures were as under:—Total: 12,157 tons; British (one vessel) 1,504 tons; other vessels: 10,653 tons.

At 9 a.m. yesterday there were 45 vessels in the harbour, of which 13 were British. During the previous twenty-four hours four vessels arrived, viz., one British, one American, one Dutch and one Japanese. The departures during the same period came to six, viz., one Japanese for Swatow, one French for Haiphong, one Chinese for Sha U Chang, one British for Kwang Chow Wan, one American for Shanghai and one Japanese for Takao. There were two clearances, viz., a Japanese steamer for Singapore and a British vessel for Amoy.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m. yesterday).

For Hongkong 2,737 tons.

For ports beyond 8,428 "

Total 11,165 "

Of the cargo for Hongkong, the best return was 1,500 tons of coal in a Japanese steamer; while as regarded freight for ports beyond, an American vessel carried 3,200 tons, and a Japanese steamer 3,110 tons of cement and general cargo.

LATER ARRIVALS.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—*Sookhou* (British) from Shanghai and Amoy with 280 tons of general cargo and mail;

President Garfield (American) from New York and Shanghai with 957 tons of general cargo, mail and 3,200 tons for ports beyond;

Samirang (Dutch) with a nil entry; *Karatsu Maru* (Japanese) with 1,500 tons of coal; mail and 3,110 tons for ports beyond.

THE ARRIVALS.

Later arrivals, too late for inclusion in the above returns, included:—*Taiwan* (Norwegian) from Oslo and Singapore with 567 tons of general cargo and 5,200 tons for ports beyond.

Sekow Maru (Japanese) from Yokohama and Moji with 185 tons of safety matches and general cargo (the majority being safety matches) and 2,927 tons of safety matches, wheat flour, cement, acid, potatoes and general cargo for ports beyond.

Taiyo Maru (Japanese) from San Francisco and Shanghai with 292 tons of paraffin wax, barley and fruits and mail;

Rhexenor (British) from Glasgow and Singapore with 560 tons general cargo, mail and 4,500 tons for ports beyond;

Lee Sang (British) from Tientsin and Shanghai with 319 tons of general cargo and mail;

Olo (Norwegian) from Sourabaya with 2,038 tons sugar;

Produce (Norwegian) from Saigon with 1,420 tons of rice.

SHIPPING NOTES.

TYPHOON WEATHER EXPERIENCED.

Reports regarding the weather experienced en route to Hongkong, made by incoming vessels yesterday were nothing of an extraordinary nature. The *President Garfield* (Dollar around-the-world liner) was a day behind in reaching here, but this was not due to the typhoon, the delay occurring through a late departure from the North owing to low tide at Wosung. This, at the same time, was responsible for the liner avoiding the typhoon. She experienced rough seas, however, and heavy squalls. The *President Jackson* (Admiral Oriental Line) has been delayed by the weather and is due first thing this morning.

The *Fan Cloon* (Dutch) from Swatow encountered the "tail" end of the typhoon. There was no damage to cargo, however, and nothing unusual occurred.

For Calcutta via Singapore and Rangoon, the Osaka Shosen Kaisha steamer *Bingo Maru* sailed yesterday at noon with cargo and mail from Hongkong. The *Bingo Maru* was scheduled to sail on Monday, but due to the inclement weather, she was unable to load her cargo.

The Japanese liner *Taiyo Maru* which was scheduled to arrive on Monday, arrived at yesterday morning. To escape the typhoon, she had to change her course. She encountered a very rough sea near Hongkong.

A similar report was made by the *Shokoku Maru* (Japanese) which arrived from Yokohama and Moji with a good cargo.

The *Rhexenor* (British) from Glasgow and Singapore experienced fresh variable winds, and high, heavy seas. The *Lee Sang* (British) from Tientsin and Shanghai also encountered variable winds, but nothing severe in the way of bad weather.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 1,068, of which the s.s. *Fan Cloon* (Dutch) from Swatow and Amoy carried 900.

SHIPPING NEWS.

ARRIVALS.

September 27th.
Lee Sang, British str., 972 tons, Capt. J. McAlister, from Tientsin and Shanghai, with 319 tons of general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.
Oslo, Norwegian str., 1,104 tons, Capt. D. A. Dietrichson, from Sourabaya, which port she left on September 17th, with a cargo of sugar, lying at Quarry Bay.—J.C.J.L.
Van Uuden, Dutch str., 2,398 tons, Capt. H. G. Blits, from Amoy, with a general cargo, lying at buoy No. A30.—J.C.J.L.

September 28th.
Angers, French str., 5,635 tons, Capt. L. Rigaud, from Yokohama, which port she left September 18th, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes.
President Garfield, American str., 8,200 tons, Capt. K. B. Lowry, from New York via ports. She left New York on August 5th, with a general cargo, lying at Kowloon Wharf.—Dollar S.S. Line.

Produce, Norwegian str., 743 tons, Capt. H. R. Thorbjornsen, from Saigon, with a cargo of rice, lying at buoy No. C41.

Rhezenur, British str., 4,995 tons, Capt. C. Dugan, from Manila, which port she left on September 28th, with a general cargo, lying at Holt's Wharf.—B. & S.

Samarang, Japanese str., 2,447 tons, Capt. C. Hidaka, from Kobe and Karatsu, with a cargo of coal, lying at buoy No. B61.—Nanyo Yusen Kaisha.

Soochow, British str., 1,594 tons, Capt. Edwin Monkman, from Shanghai and Amoy, with a general cargo, lying at buoy No. B11.—B. & S.

Talman, Norwegian str., 3,252 tons, Capt. Waxholdt, from Antwerp and Singapore. The latter port she left on September 21st, with a general cargo, lying at Kowloon Wharf.—Thoresen & Co.

Taiyo Maru, Japanese str., 8,424 tons, Capt. G. Shinomiya, from San Francisco via ports. She left Shanghai on September 28th with a general cargo, lying at buoy No. A3.—N.Y.K.

CLEARANCES.

September 28th.
Angers, for Saigon.
Chipsing, for Chefoo.
Hatching, for Amoy.
Hin Sang, for Sandakan.
President Garfield, for Manila.
Rhezenur, for Moji.
Ninkiang, for Amoy.

SHIPPING MOVEMENTS.

The Ben Line s.s. *Benlamont*, from Leith, Middlesbrough, Antwerp, London and Straits, is due to arrive on October 4th. The B.L. s.s. *Talamba* will leave for Singapore, Penang and Calcutta tomorrow (Thursday), about 2.30 p.m.

VESSELS EXPECTED.

Alipore (P. & O.), due to-morrow, about noon.
Benlamont (Ben Line), due October 4th.
Empress of Asia (C.P.R.), due October 4th.
Japan (Swedish East Asiatic), due October 20th.
Kinkor (P. & O.), due to-morrow, about 5 p.m.
Mallory P. & O.), due to-day, about 8 a.m.
St. Albans (P. & O.), due this morning.
Sumatra (Swedish East Asiatic), due October 29th.
Talamanca (B.I. & A.), due to-day, about 4 p.m.

VESSELS IN DOCK.

At Taikoo:—*Helena*, *Anomia*, and *Lingchow*.
At Kowloon:—*Tai Tak*.

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CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

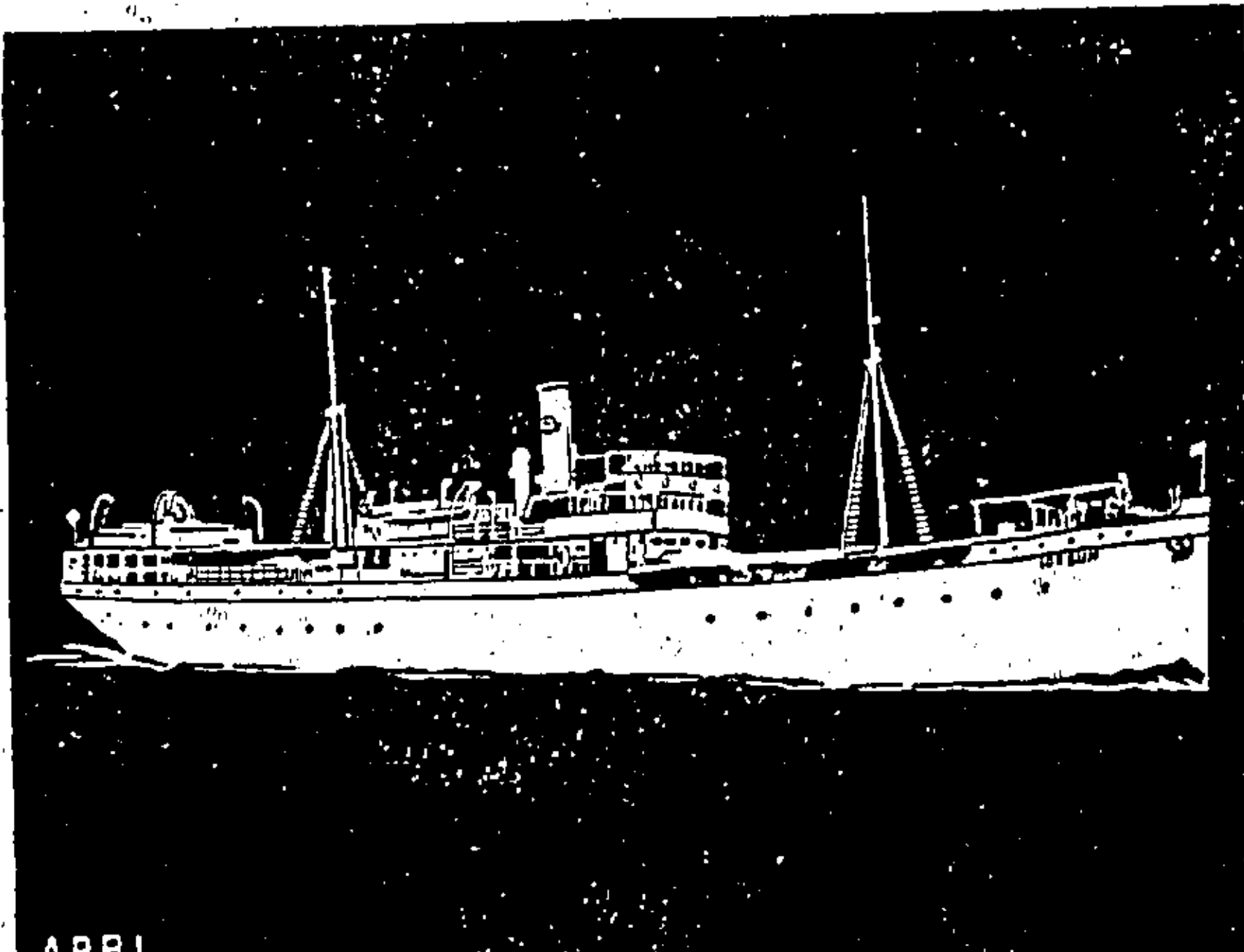
FROM EUROPE FOR SHANGHAI AND JAPAN

S.S. "HESSEN" ... due here on or about 22nd October, 1926
S.S. "PREUSSER" ... due here on or about 23rd November, 1926
S.S. "OLDENBURG" ... sailing from here on or about 11th October, 1926
S.S. "SAARLAND" ... sailing from here on or about 5th November, 1926

For freight, passage and further particulars please apply to

JEBSEN & CO.
12, PEDDER STREET.
TEL. C. 2225.

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CHINA BORNEO SHIPPING Co.'s S.S. "LOK SUN"

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W. WATT & CO., Agents. 138, WING LOK STREET WEST, PHOENIX C. 4933.

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FOR VICTORIA AND SEATTLE
SHANGHAI—Kobe—YOKOHAMA

"PRESIDENT JACKSON" Oct. 7th, 5 p.m.
"PRESIDENT MCKINLEY" Oct. 19th, 5 p.m.

TO EUROPE—£120-£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental and Pacific Any Line on the Atlantic. Through Accommodation and Booking arranged.

FOR MANILA

"PRESIDENT JACKSON" Sept. 29th, 5 p.m.
"PRESIDENT MCKINLEY" Oct. 11th, 5 p.m.

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AMERICAN & MANCHURIAN LINE

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"CITY OF CAIRO" 10,145 tons d.w., sailing 3rd DECEMBER.

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STEAMERS:	H'kong.	Shanghai.	Kobe	Yokohama.	Vancouver.
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 6	Oct. 9	Oct. 9	Oct. 11
Oct. 20	Oct. 23	Oct. 23	Oct. 25

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BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KANAGAWA MARU
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BOMBAY via Singapore, Penang & Colombo.

PENANG MARU
TAMBA MARU

CALCUTTA via Singapore, Penang & Bangalore.

MALACCA MARU
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NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU
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SHANGHAI, KOBE & YOKOHAMA.

AWA MARU
KATOB MARU
AKITA MARU
ATSUTA MARU

For further information, apply to: **NIPPON YUSEN KAISHA.**
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SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at H'kong. and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGERS B	...	...	28th Sept., 1926.
D'ARTAGNAN A	...	...	12th Oct., "
ANGKOR B	27th Aug., 1926	28th Sept., 1926	29th Oct., "
POMPHOS A	10th Sept., "	12th Oct., "	9th Nov., "
CHAMBERD B	24th Sept., "	26th Oct., "	23rd Nov., "
PAUL LECAT A	8th Oct., "	10th Nov., "	7th Dec., "
GENERAL METZINGER A	22nd Oct., "	24th Nov., "	21st Dec., "

RATES OF PASSAGE MONEY TO MARSEILLES

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A CLASS 1st Class £ 92. 0d. Od. B CLASS 1st Class £ 85. 0s. Od.
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CONSIGNATION—TRANSHIP—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

SANDAKAN	...	"HINSANG"	...	Wednesday, 29th Sept., at 2 p.m.
SHANGHAI via NINGPO	...	"LEESANG"	...	Thursday, 30th Sept., at 4 p.m.
HAIPHONG via HOIHOW	...	"MINGSANG"	...	Sunday, 3rd Oct., at 8 a.m.
STRAITS & CALCUTTA	...	"LAISANG"	...	Tuesday, 5th Oct., at 3 p.m.
TSINGTAI via SHANGHAI	...	"FOOSHING"	...	Wednesday, 6th Oct., at Noon.
KOBE via KEELUNG	...	"HANGSANG"	...	Wednesday, 6th Oct., at 4 p.m.
TIENTSIN	...	"CHEONGSHEUNG"	...	Saturday, 9th Oct., at Noon.
SANDAKAN	...	"MAUSANG"	...	Tuesday, 12th Oct., at 2 p.m.
TSINGTAI via SHANGHAI	...	"HOPSANG"	...	Wednesday, 13th Oct., at Noon.
KOBE via YOKOHAMA & YOKKAICHI	...	"KIMSANG"	...	Thursday, 14th Oct., at 7 a.m.
OSAKA via SHANGHAI	...	"NAMSANG"	...	Saturday, 16th Oct., at 7 a.m.
KOBE & MOJI	...	"HOSANG"	...	Tuesday, 20th Oct., at 3 p.m.
STRAITS & CALCUTTA	...	"KITSANG"	...	Wednesday, 27th Oct., at 7 a.m.

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TELEPHONE: CENTRAL No. 215.

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"GLENSHANE"	5th Oct.
"CARMARTHENSIRE"	17th "
"GLENBEG"	23rd "
"GLENTARA"	16th Nov.
"CARMARTHENSIRE"	27th Nov.

HOMEWARDS.

Vessel	Discharges	Leaves H'kong.
"GLENGARRY"	...	20th Oct.
London, Rotterdam & Hamburg via Orian.		
"CARMARTHENSIRE"	1st Dec.	
London, Rotterdam & Hamburg via Orian.		
"GLENTARA"	23rd Dec.	
London, Rotterdam & Hamburg via Orian.		

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*S.S. "TRIET"
*S.S. "SAARBRUECKEN"	6th October, 1926	10th October, 1926.
*S.S. "COBLENZ"	6th November, "	14th November, "
*S.S. "YORK"	2nd December, "	11th December, "
*S.S. "FULDA"	20th December, "	2nd January, 1927.
*S.S. "DERFFLINGER"	27th January, 1927.	6th February, "
*S.S. "TRIET"	26th February, "	26th March, "
*S.S. "SAARBRUECKEN"	26th March, "	30th April, "
*S.S. "COBLENZ"	22nd April, "	21st May, "

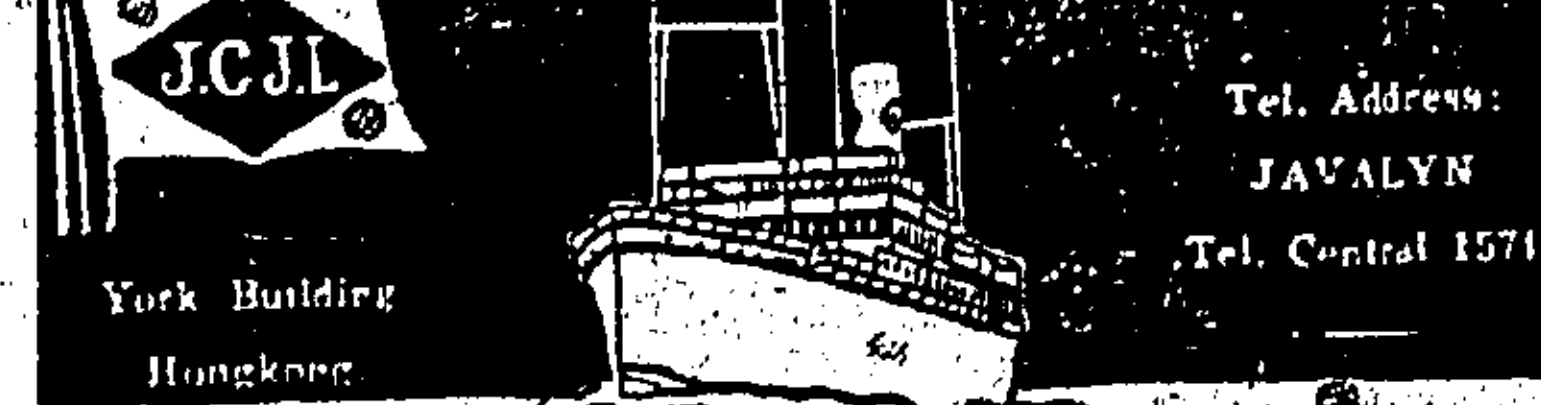
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TJIBESAR	JAPAN	In Port	28th Sept.	BATAVIA
TJIKEMBANG	BATAVIA	2nd Oct.	5th Oct.	SHANGHAI
TJISONDARI	SHANGHAI	4th "	7th "	BATAVIA
TJISALAK	JAVA & M'CAL	12th "	15th "	SHANGHAI & NORTH CHINA
TJIKINI	N. CHINA & AMOT	14th "	15th "	BATAVIA
TJIKARANG	BATAVIA	17th "	19th "	SHANGHAI
TJIKEMBANG	SHANGHAI	18th "	21st "	BATAVIA
TJITANORE	JAVA & M'CAL	20th "	23rd "	SHANGHAI & NORTH CHINA
TJISALAK	N. CHINA & AMOT	23rd "	26th "	MACASSAR
TJIKARANG	BATAVIA	31st "	2nd Nov.	SHANGHAI
TJIKARANG	SHANGHAI	1st Nov.	4th "	BATAVIA

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Sailings from Hongkong

M.V. "FORBESBANK" ... From Hongkong via Suez Canal 2nd half November.

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"ELLERMAN" LINE**
(ELLERMAN & BUCKWELL S.S. CO., LTD.)S.S. "CITY OF RANGOON" ... For Marseilles, Havre, London and Hamburg.
S.S. "CITY OF PEKIN" ... For London, Rotterdam, & Hamburg 15th November.FARES TO LONDON "A" 1st Class £38. 2nd Class £20.
"B" 1st Class £30. 2nd Class £15.**MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE**

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Telegrams: Furness.

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Apcar and
Eastern & Australian
Lines**(COMPANIES INCORPORATED IN ENGLAND.)
**MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR**STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-
STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.**PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.**
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"NELLORE"	8,523	29th Sept. 4 p.m.	Singapore, Penang, Colombo & Bombay.
"KASHGAR"	9,005	2nd Oct. Noon	Marseilles, Casablanca, London, Antwerp & Hull.
"JEYPORE"	8,318	11th Oct.	Singapore, Penang, Colombo, Bombay & Karachi.
"MOREA"	10,918	18th Oct.	Marseilles and London.
"NYANZA"	7,093	27th Oct.	Singapore, Penang, Colombo & Bombay.
"KHYBER"	9,114	28th Oct.	Marseilles, London, Antwerp and Hull.
"ALPORA"	8,273	8th Nov.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	13th Nov.	Marseilles and London.
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	27th Nov.	Marseilles, London, Antwerp and Hull.
"NELLORE"	8,523	9th Dec.	Singapore, Penang, Colombo & Bombay.
"MACEDONIA"	11,088	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo & Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London and Antwerp.
"MIRZAPUR"	8,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,093	6th Jan.	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOREA"	10,918	5th Feb.	Marseilles and London.
"KASHGAR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March	Marseilles and London.
"MONGOLIA"	10,504	19th March	Marseilles and London.
"MACEDONIA"	11,088	2nd April	Marseilles and London.
"DEVANHA"	8,155	8th April	Marseilles, London, Antwerp & Rotterdam.
"KARMALA"	9,128	16th April	Marseilles, London and Antwerp.
"MALWA"	10,940	30th April	Marseilles and London.
"KHIVA"	9,138	14th May	Marseilles, London and Antwerp.
"MOREA"	10,918	28th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA"	8,018	30th Sept. 12.30 p.m.	Singapore, Penang and Calcutta.
"SHIRALA"	7,841	11th Oct.	do.
"TALMA"	10,000	17th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	1st Oct. 4 p.m.	Manila, Sandakan, Thursday Island.
"ARAFURA"	6,000	29th Oct.	Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,966	2nd Dec.	
"ST. ALBANS"	4,500	31st Dec.	
"ARAFURA"	6,000	25th Jan.	
"TANDA"	6,966	4th Mar.	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A.E.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Fukuoka, Darwin, or other ports en route as indicated on the company's notices.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

"KHYBER"	9,114	1st Oct. Noon	Shanghai, Moji and Kobe.
"ALPORA"	8,273	2nd Oct. 8 a.m.	Shanghai and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji and Kobe.
"MIRZAPUR"	8,715	23rd Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,966	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"NELLORE"	8,523	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	14th Nov.	Shanghai, Moji and Kobe.
"KHIVA"	9,135	25th Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,088	25th Nov.	Shanghai only.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	16th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,093	11th Dec.	Shanghai, Moji and Kobe.
"KASHMIR"	8,988	13th Dec.	Shanghai, Moji and Kobe.
"PERIM"	7,848	18th Dec.	Shanghai.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"NELLORE"	8,523	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,966	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	10,504	12th Feb.	Shanghai, Moji and Kobe.
"NYANZA"	7,093	18th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,088	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	13th March	Shanghai, Moji and Kobe.
"KARMALA"	9,128	15th March	Shanghai, Moji and Kobe.
"MALWA"	10,940	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Bangkok must carry their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australia Lines are fitted with Landladies.
Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Cornmarket Road Central, HONGKONG. Agents.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

**FOR
AMOY & FOCHOW**

AND RETURN

(Occupying 8 to 9 Days)

HAICHING Wednesday, 29th September, at 10 a.m.
HAIRONG Saturday, 2nd October, at Noon.Arrivals and Departures from the Company's Wharf (near Moko Pier).
Round Trip Tickets will be issued from Hongkong to Fochow (or its Anchorage) or vice versa and Return by the same steamer at the Reduced Rate of \$20.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—**DOUGLAS LARPAIK & CO.**

Genl. Managers.

CHINA NAVIGATION CO.,

LIMITED.

BANGKOK	"KINGYUAN"	On 19th Sept.	4 p.m.
SHANGHAI	"SOOCHOW"	On 30th Sept.	6 a.m.
TIENTSIN	"HANYANG"	On 29th Sept.	4 p.m.
AMOI, SINGAPORE & HANGKOW	"KIUNGCHOW"	On 1st Oct.	6 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 2nd Oct.	6 a.m.
WEIHAIWEI, CHEFOU & TIENTSIN	"KUNICHOW"	On 2nd Oct.	4 p.m.
SHANGHAI & NEWCHOWANG	"YINGCHOW"	On 3rd Oct.	6 a.m.
AMOI & SHANGHAI	"SZUKHUN"	On 5th Oct.	6 a.m.
AMOI & SINGAPORE	"ANKING"	On 5th Oct.	8 a.m.
SHANGHAI	"SUNNING"	On 7th Oct.	8 a.m.
HOIHOW & HAIPHONG	"TEAN"	On 7th Oct.	10 a.m.
SHANGHAI & TSINGTAO	"SUITYANG"	On 8th Oct.	6 a.m.
SHANGHAI & NEWCHOWANG	"LIANGCHOW"	On 10th Oct.	6 a.m.

SALOON PASSAGE RATES, HONGKONG TO SHANGHAI and vice versa, Have Now Been Reduced To
\$60 SINGLE and \$90 RETURN.For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**
Telephone Central 35. Agents.

CARGO AND PASSENGER CAN BE ENSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

Via MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DATE HONGKONG ON OR ABOUT	SAILING HONGKONG ON OR ABOUT
CHANGTE	8th October	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	18th December
TAIPING	6th January	14th January

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE.**
Telephone: Central 35. Agents. [5]**DODWELL & CO., LTD.**

NEW YORK BERTH

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE" Sails on or about 19th October.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

M.V. "VIMINALE" Sails on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "VIMINALE" Sails on or about 17th October.

M.V. "VIMINALE" Sails on or about 20th October.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKWELL S.S. CO., LTD.)

Sailings from Hongkong

S.S. "CITY OF BATH"	... .. Via Suez Canal	8th October
S.S. "TEUCER"	... .. Via Suez Canal	22nd October
S.S. "CITY OF BARODA"	... .. Via Suez Canal	5th November
S.S. "NINGCHOW"	... .. Via Suez Canal	19th November

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON, JARDINE MATHESON & CO., LTD., CANTON.

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